

REPORT OF THE DIRECTORS

OF THE

MICHIGAN CENTRAL RAILROAD CO.

TO THE

STOCKHOLDERS,

TOGETHER WITH THE

*Reports of the Treasurer, Superintendent, Auditor,  
and Trustees of Sinking Funds.*



BOSTON:

WRIGHT & POTTER, PRINTERS, No. 79 MILK STREET.  
(CORNER OF FEDERAL STREET.)

1870.



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AND TRUSTEES OF SINKING FUNDS.

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June, 1870.

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## OFFICERS.

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### Directors :

JAMES F. JOY, Detroit.

H. H. HUNNEWELL, Boston.

JOHN W. BROOKS, Boston.

GEORGE F. TALMAN, New York.

NATHANIEL THAYER, Boston.

MOSES TAYLOR, New York.

ERASTUS CORNING, Albany.

SIDNEY BARTLETT, Boston.

JOHN JACOB ASTOR, New York.

### President :

JAMES F. JOY.

### Vice-President :

NATHANIEL THAYER.

### Treasurer :

ISAAC LIVERMORE.

### Superintendent :

H. E. SARGENT.

### Auditor :

WILLIAM BOOTT.

### Clerk :

JOSHUA CRANE.



# ANNUAL REPORT.

THE MICHIGAN CENTRAL RAILROAD OFFICE, }  
DETROIT, June 18, 1870. }

*To the Stockholders:—*

The Directors herewith submit a statement of the earnings and expenses of the Company for the year ending May 31, and of the present condition of its affairs.

The earnings have been

From Passengers, . . . . .	\$1,914,921 75
Freight, . . . . .	2,634,438 87
Miscellaneous, . . . . .	157,927 35
Total, . . . . .	<u>\$4,707,287 97</u>

The ordinary expenses of operating, including local taxation, and U. S. taxes on dividends and receipts have been . . . . . 3,113,110 65

Leaving, for interest and dividends, . . . .	\$1,594,177 32
Interest and exchange paid, . . . . .	276,763 56
Leaving, above all expenses, . . . . .	<u>\$1,317,413 76</u>

It will be seen that the gross earnings have not been quite equal to those of last year, being short the sum of . . . . . \$9,004 92.

While the expenses have been in excess of those of last year, by the sum of . . . . \$78,666 63

These results are owing to the reduced rates on East-bound freight, and to the warfare about rates West, between the trunk roads, as they style themselves, from New York. For some months freight was carried from New York to Chicago not only

without profit, but much of it at less than cost. The small crop of corn in Illinois and in the West, generally, also, last year, left but little of that great staple to be transported in bulk, to the Eastern States. The reduced rates and the extraordinary competition on all West-bound business, for some months, both affected the resources of the road and increased the proportion of the operating expenses somewhat above those of last year.

The funded debt charged upon the property	
of the company, is now . . . . .	\$3,629,998 89
Less the amount in Sinking Fund, . . . . .	1,423,907 00
Net bonded debt, . . . . .	<u>\$2,206,091 89</u>
The capital stock now stands at . . . . .	
Bonded debt, . . . . .	\$13,225,844 00
Bonded debt, . . . . .	<u>3,629,998 89</u>
Bonded debt and stock, together, at . . . . .	\$16,855,832 89
Or less the amount in Sinking Funds, . . . . .	15,431,925 89
The bonded debt, secured by mortgage on the	
property of the company, has been dimin-	
ished by conversion of bonds into stock, by	1,593,500 00
And the stock has been increased by a corre-	
sponding amount, and also by the amount of	505,000 00

made necessary to meet the cost of the various improvements upon the road and purchase of land, during the last three years. The largest outlay has been for land at Chicago. At that point the Illinois Central, Michigan Central, and the Chicago, Burlington and Quincy Railroads do their passenger business at the same depot, and the two first named companies do their freight business on grounds adjacent to each other. The expansion of the business of these companies has been such that the grounds occupied by them have become inadequate for its convenient transaction. At its last session, the Legislature of Illinois, on the application of the three companies, passed an Act, selling a portion of the unoccupied public ground, immediately south of the passenger house of the Illinois and Michigan Central Companies, for the purpose of enabling the three companies to erect thereon a new passenger station, upon the payment of \$800,000 to the city of Chicago.



The first payment has been made by the companies, each paying one-third of the purchase money.

There have been expended, during the last three years, from the earnings of the road, in addition to this sum, about \$550,000 in the improvement of the rolling stock and equipment of the road, and new freight buildings, and other necessary expenditures of a similar nature.

Of these amounts, thus expended for lands and improvements \$312,779 have been paid during the past year.

Some of the items of this large expenditure, aside from those mentioned, have been for

Blue Line Cars, . . . . .	\$177,888 00
Ordinary freight, and first and second class passenger cars, . . . . .	154,290 00
New additional freight house at Jackson, . . . . .	33,800 00
Locomotives, . . . . .	171,000 00

All these expenditures have seemed to be absolutely requisite to enable the company to meet the demands upon it by the changed mode of doing through freight business, and its increased and increasing volume, as well as also to meet the demands of passenger travel arising from the greatly improved style of cars which recent progress has made a necessity. The equipment of the road and its track and road-bed were never, it is believed, in a better condition than at the present time.

The largest amount of the funded debt of the company, secured by its mortgage at any time, was \$8,000,000. At the time the mortgage to secure the debt was made, there had been issued bonds to the amount of \$1,840,000. The mortgage was to secure that amount and such further amount as might be issued, not exceeding in all \$8,000,000.

The mortgage provided for a sinking fund for the bonds which might thereafter be issued, of sixty thousand dollars (\$60,000) per annum, it being thought that those having been withdrawn or provided for by the operation of this fund, the mortgage would be adequate security for the \$1,840,000 theretofore issued. Subsequently, the sinking fund was enlarged by \$24,000 to provide for retiring \$1,274,000 bonds reissued, making the total amount of bonds provided for by sinking funds,

\$4,334,000. There have been purchased with this fund of the bonds to be paid for by it, \$639,000. But the bonds having risen in value above the limit, 110, at which trustees were authorized to buy them, the fund has for some years been invested in other securities, until it amounts altogether to \$1,423,907.

By the authority given in the mortgage to convert bonds into stock, and by payments of maturing bonds, the total bonded debt of the company has been reduced from \$8,000,000 to \$3,629,988; and of the bonds for which the sinking fund was provided, there remains outstanding, aside from those in the fund of the \$4,434,000, only \$2,070,500; and for the payment of \$784,907 of this, there is value in the sinking fund, leaving of the bonds liable to be retired or paid for by that fund, \$1,285,593.

It will be seen, then, that more than half the whole mortgage debt has been paid by other means than this fund; that more than half the bonds for which the fund was provided have been paid out of other means of the company; and that a fund of \$784,907 has accumulated to sink or pay a part of the remainder.

This fund, bearing generally eight per cent. interest semi-annually, regularly invested as it accumulates, will amount to about enough at the maturity of the bonds it is intended to pay, to extinguish the principal which will be then due.

In these circumstances, with so large an amount of the debt paid from other means,—in other words paid so much in anticipation of the time when they could be retired by the sinking fund, and with so few remaining unpaid, and with an adequate fund to provide for them,—it has been deemed by the Board that it was not improper to cease paying money into that fund to accumulate in other securities to a larger amount than is necessary for the ultimate payment of bonds to be provided for, and worth in the market for some time past twenty or twenty-five per cent. above par. They have accordingly, for the present directed that no more shall be paid into that fund, deeming this to be not unjust or wanting in faith to the bondholders, and due to the stockholders of the company.

The first use of steel rails in the track was not calculated to inspire great confidence in their value beyond that of iron. Frequent breakages in the early period of their use led us to doubt their permanency. There seemed to be much inequality in the temper of the rails. This, however, was limited to a

comparatively small number, and since the first few months no rail has broken. Those which stood the test are, after three years use, at points where the wear is the greatest, apparently as perfect as when put into the track. We are fully prepared to advise the substitution of steel for iron as fast as a due regard to the finances of the company will admit.

The extraordinary ease with which money is obtained for railway enterprises, stimulated also by aid from municipalities, has started into life many new railroad companies in Michigan, as well as elsewhere in this country. For many years the State had been, so far as railway improvement is concerned, comparatively stationary, while in its population and wealth, and in all other respects, its progress had been very great. The completion and success of the Jackson, Lansing and Saginaw road gave confidence in the value of railroads in the State. The result of these causes has been a multitude of projected roads, some meritorious, but probably the greater number of but little value. At a time, however, when capital is advanced with so little discrimination for investment in railway securities, it is not the most meritorious projects which are first carried out; and want of merit is by no means a reason why a railroad may not be constructed. These roads cannot be built without affecting, in a greater or less degree, favorably or otherwise, the old established roads and their business. Among them, some have been planned, which might considerably affect the prosperity of this company by contributing to or taking from its business as they might become tributary to this road or those of other companies. It has been our policy, so far as we deemed it judicious and wise, to aid such as might contribute to increase the business of our road, and in so doing secure them for friends and allies, thus making them permanently beneficial to this company.

This was the inducement to aid the Jackson, Lansing and Saginaw road, now a valuable contributor to our business. The same motive induced the aid to the Grand River Valley road from Jackson to Grand Rapids, a distance of ninety-four miles. It runs west and north, averaging about an equal distance from this and the road of the Detroit and Milwaukee Company, and through the county seats between the two roads, and about twenty-five miles north of our line. Its eastern terminus is

upon the grounds of this company at Jackson. The cost of this road considerably exceeded the amount provided for its construction, and direct aid to complete it became necessary. This, perhaps, induced the company owning it to propose an arrangement by which this company should acquire a right to work and manage that road, under an agreement in the nature of a lease, and as a consideration, among others, to advance the requisite money to complete it to Grand Rapids. The position of the road, its probable future value as a feeder to that of this company, and the fact that its business will mainly pass over it for a distance of seventy-six miles, between Jackson and Detroit, made such a case that, upon the maturest consideration, the Board deemed it for the interest of the stockholders that the proposition made should be accepted. The terms were, that this company should advance the required money, pay interest on its outstanding bonds, and after three years pay a rental which should be equivalent to five per cent. upon its capital stock, guarantied not to exceed \$500,000 and being actually something less. The debt of the company is \$1,500,000, at 8 per cent. interest. The road had been inadequately equipped with cars and locomotive power. The amount which this company has advanced, in consideration of this arrangement to complete and further equip the road, and for all purposes connected with it, has been \$339,173.29. Of this sum, about \$100,000 has been for additional equipment and for supplies and materials on hand at the time of the transfer of the road to our possession. Though it has been in working order for only a short period, and as yet hardly in order to do a full business, with a country new to a railroad, it is earning a fair revenue and contributing a large amount of business to the road of this company.

Another enterprise also in the section of the country south of our road, undertaken by the communities through which it runs, is the Michigan Air Line Railroad. It was devised as another through line or route from Chicago to Buffalo in connection with contemplated roads in Canada, crossing, at some point, the St. Clair River. It had made considerable progress in its work, and so much money had been expended it had become evident that, whether valuable or not, in some hands it would probably work its way through. It could not, it is believed, have become a road of much, if any, value in itself, if completed. There

was a portion of it, however, between Jackson and Niles, being nearly an air line between those points, and upon which most of its work had been done, which might be made valuable to this company. When, therefore, it became straitened for money, and applied to us for aid, with a proposition to lease that portion of its road and put it in our possession to be worked by us, finished as a first-class road and with easy grades, at a rental which should be equal to the interest on bonds which might be used in completing it, not exceeding \$18,000 per mile, at 8 per cent. interest, it was deemed judicious for our interests to accede to this, also. The distance is 100 miles, and for a considerable portion of the way, the line is from 25 to 30 miles south of our road. It will command a good local business, and will have the effect of shortening our line for through travel and traffic about sixteen miles. The great anxiety of the country through which it runs, to have this part of the road completed, and the evident great interest of this company to secure the business of that valuable section of the State over its main line to Detroit, were enough to convince the Board that it would fail in its duty to the stockholders of this company, should it not assume the responsibility of consummating the arrangement, and it is believed that the best interests of all parties are subserved by it.

There are several railways in progress, affecting favorably the interests of this company. That from Jackson, south-west to Fort Wayne, is now nearly completed, and with other roads already in operation, completes the system of roads centering at Jackson, and making it the point from which radiate more railways than from any other in the State. It is destined to be a place of large business, and is already fast becoming a populous city.

From Grand Rapids, at which point the Grand River Valley road now terminates, is in progress of construction the Grand Rapids and Lake Shore road, extending by way of Muskegon to to Whitehall, Pentwater and Manistee. About thirty miles of this road, nearly to Whitehall, is ready for the rail. It will probably reach Pentwater, and perhaps Manistee this year. It will be a valuable contributor to the business of this company. The Chicago and Michigan Lake Shore Railroad, now in operation from its junction with our line at New Buffalo to St. Joseph,

is in progress northward, and will probably this year make its connection with the Grand Rapids and Lake Shore road, where, or about where, that road strikes the Detroit and Milwaukee line, about twenty miles west of Grand Rapids, making a continuous line from New Buffalo along the Lake shore as far north as Manistee.

These roads are both in progress, and it is the intention to connect them this year. That portion of this line north of the Grand River will do its East and West business over the Grand River Valley and Michigan Central roads, while the business of the whole line with Chicago and the West, to which the traffic and business of the whole west shore of Michigan tends, will pass to and from Chicago over the road of this company, a distance of about seventy miles. It will be apparent that this line of roads along the shore of Lake Michigan is, in a twofold aspect, very important as contributing to the business of the roads of this company.

About three years since, for the sake of obtaining a connection with Grand Rapids from the West, this company aided the credit of the Kalamazoo, Allegan and Grand Rapids Railroad Company, to enable it to obtain money to build that road, in the anticipation of a valuable business connection with it, under the agreements by which the aid was furnished. In this we have been disappointed; the parties who made the arrangements with this company having leased that road to the Michigan Southern Railroad Company, as well as the line south of Kalamazoo to the road of that company. For a time the business between Grand Rapids and Chicago, to a considerable extent, has been lost to this company. \*

The Grand Rapids and Indiana Railroad, extending from Fort Wayne, in Indiana, north through Kalamazoo to Grand Rapids and the northern part of the State, and now in rapid progress, will be completed between Kalamazoo and Grand Rapids in a few months. It will furnish a shorter line between Kalamazoo and Grand Rapids by some miles, and in connection with the Michigan Central, will furnish a shorter road between Grand Rapids and Chicago, by about thirty miles. As soon as that is complete, all the advantages which this company expected to derive from the Kalamazoo, Allegan and Grand Rapids road, and more, will be restored to it. With the last

named company our relations are, and are likely to continue, most friendly, because that bond of friendship which is the strongest between railroads—the mutual interest of both—binds them most strongly to each other.

The Kalamazoo and South Haven Railroad, extending west from Kalamazoo in the direction of South Haven, will be a feeder to the Michigan Central road, but of less importance than those above named. On the whole, therefore, the railway development of the State has thus far tended strongly to benefit the property of this company and to add to its value presently, and in a much greater degree in the future.

The construction of a railroad from Glencoe, on the Great Western road direct to Buffalo, will open a new and valuable connection East for the Michigan Central road. Heretofore, the route to Buffalo has been circuitous, and has not been able to command through business. The opening of a direct line, which has now become a certainty, will enable this company to command a large traffic which tends to Buffalo, and especially in cattle and hogs. The arbitrary rates upon the New York Central placed upon this traffic, and the favors to it which it has been compelled to concede at Buffalo, where it meets the competition of the Erie, and which it has withheld at the Bridge, has driven this business to a great extent from the north shore line of roads.

The construction of the new road, now made a necessity for the Great Western, will restore the advantages to the northern route and give it all the benefits of competition between the two New York roads at Buffalo, which the unwise action of the New York Central (as we deem it) has heretofore secured for the South Shore line alone. The new road to Buffalo will be nearly an air line from Detroit, with easy grades, and trains can run over it with great speed, and it may be worked with great economy. It will be a very important improvement in the great line of roads between the East and the West.

For the more full information relative to the financial condition of the company, we refer to the report of the Treasurer, also to the report of the Superintendent for detailed information relative to the operation and business of the road, and valuable statistics connected with it; and for the condition of the

rolling stock and power, to the reports of the heads of departments in charge of them, which are appended hereto.

The report of the Trustees of the Sinking Fund will show the present state of that fund.

It is with great pleasure that we bear testimony to the zeal and ability with which they have severally discharged their duties. The Superintendent, especially, has managed his difficult department with great prudence as well as skill and ability.

By order of the Board,

JAMES F. JOY, *President.*



## TREASURER'S REPORT.

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*To the President and Directors of the Michigan Central Railroad Company.*

GENTLEMEN:—The accounts of the Company for the year ending the thirty-first day of May last are herewith submitted, by which it appears that after a dividend of five dollars a share in cash, July 3, 1869, and one of five dollars per share in cash, January 3, 1870, and deducting disbursements for operating, local taxes and interest, there will be found to the credit of income account the sum of \$895,722.72. The balance of this account at the same period last year was \$800,033.57.

A comparison of the business of the year which has just closed with that of the previous year, results as follows:—

From June 1, 1868, to June 1, 1869,—	
The gross receipts were . . . . .	\$4,752,224 62
operating expenses, including local taxes, . . . . .	\$2,886,943 39
U. S. Government taxes on dividends and receipts, . . . . .	147,500 63
interest, and foreign and local exchange, . . . . .	536,865 98
sinking funds payments, . . . . .	84,500 00
	3,655,810 00
Net, . . . . .	\$1,096,414 62

From June 1, 1869, to June 1, 1870,—	
The gross receipts were . . . . .	\$4,677,158 36

The operating expenses, including local taxes, . . .	\$3,013,914 95
U. S. Government taxes on dividends and receipts, . . .	99,195 70
* interest, and foreign and local exchange, . . .	276,763 56
	<u>\$3,389,874 21</u>
Net, . . . . .	\$1,287,284 15

showing an increase over the previous year of \$190,869.53, owing to omission of payments to sinking funds; and premium on stock sold to pay bonds which matured first of September last, and decrease in interest on account of reduction of bonded debt by payments and conversions to stock.

The bonded debt has been decreased during the year by the payment of bonds matured and conversion of bonds to stock, to the extent of \$1,523,500.

The capital stock has been increased by sales to pay for permanent improvements, and for payment of maturing bonds, and by conversion of bonds, \$2,028,500.

Construction account has been increased by \$312,779.21 during the past year.

The bonded debt amounts to the sum of . . .	\$3,629,988 89
Capital stock, . . . . .	13,225,848 00
Total, . . . . .	<u>\$16,855,836 89</u>

The sum invested in the sinking funds amounts to \$1,423,907.00.

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

Boston, June 20, 1870.

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N. B. The Bonds of the Company payable October 1, 1882, are convertible to stock upon presentation at this office on the 1st of January of any year—according to their tenor—and at other times at the option company.



## [ B. ]

Income Account.		Cr.	
Dr.			
1870.	1870.		
June 1,	June 1,		
To Dividend, five per cent. in cash, payable July 3, 1869, . . . . .	\$575,110 00	By Balance of this account, in Treasurer's account of June 1, 1869, . . . . .	\$800,033 57
Dividend, five per cent. in cash, payable January 3, 1870, . . . . .	616,485 00	Receipts of road from June 1, 1869, to June 1, 1870, per Statement C, . . . . .	4,677,158 36
U. S. Government tax on Dividends, &c., . . . . .			
U. S. Government tax on Receipts, . . . . .	99,195 70		
Operating account from June 1, 1869, to June 1, 1870, including local taxes, . . . . .	3,013,914 95		
Interest and Exchange account, from June 1, 1869, to June 1, 1870, . . . . .	276,763 56		
Balance to new account, . . . . .	895,722 72		
	<u>\$5,477,191 93</u>		<u>\$5,477,191 93</u>
	1870.		
	June 1,	By Balance brought down, . . . . .	\$895,722 72

## (E. E.)

ISAAC LIVERMORE, Treasurer.

BOSTON, June 1, 1870.

NOTE.—On the 22d of June, 1870, the Directors declared a dividend of 5 dollars per share, payable 5th of July next, free of Government tax, amounting to \$601,385, which deducted from balance on hand June 1st, leaves \$234,337.72 as balance of income account.

[C.]

*Operating and Interest Accounts for the year ending May 31, 1870. Gross Receipts of Road for year ending May 31, 1870.*

Date.	Account.	Amount.	Months.	Passengers.	Freight.	Miscellaneous.	Total.	Amount.
<b>1870.</b>								
June 1,	Road Repairs, . . . . .	\$715,759 05	<b>1869.</b>	\$149,517 73	\$183,914 57	\$11,308 38	\$344,700 68	
	Building Repairs, . . . . .	160,862 28	June, . . . . .	207,271 63	163,123 43	15,561 04	385,956 10	
	Locomotive Repairs, . . . . .	266,415 03	July, . . . . .	124,852 52	152,234 24	12,469 06	289,526 42	
	Car Repairs, . . . . .	271,650 40	August, . . . . .	239,472 56	232,653 51	7,076 89	479,202 96	
	Locomotive Service, . . . . .	137,252 14	September, . . . . .	166,393 73	267,484 42	17,815 24	471,893 39	
	Train Service, . . . . .	139,753 18	October, . . . . .	163,539 32	259,908 38	14,712 29	438,159 94	
	Station Service, . . . . .	627,816 41	November, . . . . .	168,028 78	235,400 57	12,794 32	406,223 97	
	Fuel, . . . . .	364,814 80	December, . . . . .					
	Oil and Waste, . . . . .	54,908 69	<b>1870.</b>					
	Stationery and Printing, . . . . .	44,615 45	January, . . . . .	124,936 59	228,480 22	12,044 92	365,461 73	
	Local Taxes, . . . . .	114,083 96	February, . . . . .	106,847 06	207,918 74	15,807 50	330,573 30	
	Telegraph, . . . . .	36,976 81	March, . . . . .	160,504 31	242,364 18	9,703 53	412,632 02	
	Miscellaneous, . . . . .	49,006 75	April, . . . . .	148,588 04	228,611 08	18,205 46	395,405 18	
			May, . . . . .	132,523 24	216,092 31	8,807 12	357,422 67	
		\$3,013,914 95		\$1,902,705 51	\$2,618,086 50	\$156,306 35		\$4,677,158 36
	Amount paid United States Government Tax on Dividends and Receipts, . . . . .	99,195 70						
	Interest and Exchange Accounts from June 1, 1869, to June 1, 1870, . . . . .	276,763 56						
	Balance, being net receipts for the year ending May 31, 1870, . . . . .	1,287,284 15						
		\$4,677,158 36						

(E. E.)

Boston, June 1, 1870.

ISAAC LIVERMORE, Treasurer.

## TRUSTEES' REPORT.

*To the President and Directors of the Michigan Central Railroad Company.*

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of *The First Sinking Fund*, on the 31st of May, 1870, was in

Bonds at par, viz :—

Michigan Central R. R. Co., . . . . .	\$479,500 00
Chicago, Burlington and Quincy R. R. Co., . . . . .	16,000 00
Hannibal and St. Joseph R. R. Co., . . . . .	33,700 00
Joliet and N. Indiana R. R. Co., . . . . .	107,000 00
Burlington and Missouri River R. R. Co., . . . . .	212,000 00
Missouri River, Fort Scott and Gulf R. R. Co., . . . . .	5,000 00
Jackson, Lansing and Saginaw R. R. Co., . . . . .	131,000 00
Carthage and Burlington R. R. Co., . . . . .	13,500 00
Dixon, Peoria and Hannibal R. R. Co., . . . . .	13,000 00
United States 5-20s, . . . . .	39,000 00
	\$1,049,700 00
Hannibal and St. Joseph R. R. Co. Notes, . . . . .	16,000 00
Michigan Central R. R. Co. Stock at par, . . . . .	8,300 00
Cash in Boston Bank, . . . . .	2,149 76
	\$1,076,149 76

To the credit of the *Second Sinking Fund*, on the 31st of May 1870, was in

Bonds at par, viz ;—

Michigan Central R. R. Co., . . . . .	\$159,500 00
Hannibal and St. Joseph R. R. Co., . . . . .	12,900 00

Joliet and N. Indiana R. R. Co.. . . . .	\$32,000 00	
Burlington and Missouri River R. R. Co., . . . . .	65,000 00	
Missouri River, Fort Scott and Gulf R. R. Co., . . . . .	15,000 00	
Jackson, Lansing and Saginaw R. R. Co., . . . . .	54,000 00	
		<hr/>
		\$338,400 00
Hannibal and St. Joseph R. R. Co. Notes, . . . . .	6,000 00	
Michigan Central R. R. Co. Stock at par, . . . . .	2,700 00	
Joliet and N. Indiana R. R. Co. Stock at par, . . . . .	500 00	
Cash in Boston Bank, . . . . .	157 24	
		<hr/>
		\$347,757 24

The accounts for the year ending May 31, 1870, are as follows :—

*Michigan Central Railroad First Sinking Fund in account with the Trustees.*

Cash in Boston Bank, May 31, 1869, . . . . .	\$301 11
Received July 1, 1869, 6 months' interest on \$85,000 railroad 8 per cent. bonds, less tax, . . . . .	3,230 00
July 6, 1869, dividend on 83 shares Michigan Central Railroad, . . . . .	415 00
July 10, 1869, 6 months' interest on \$107,000 railroad 8 per cent. bonds, less tax, . . . . .	4,066 00
Sept. 21, 1869, 6 months' interest on \$68,000 railroad 7 per cent. bonds, less tax, . . . . .	2,261 00
Sept. 21, 1869, proceeds of \$68,000 Hannibal and St. Joseph Railroad bonds, . . . . .	83,498 22
Oct. 2, 1869, 6 months' interest on \$216,700 railroad 7 per cent. bonds, less tax, . . . . .	7,205 27
Nov. 2, 1869, 6 months' interest on \$39,000 U. S. 5-20 bonds, . . . . .	1,490 28
Nov. 2, 1869, 1 month 27 days interest on \$13,500 railroad 8 per cent. bonds, . . . . .	167 40
January 1, 1870, 3 months 27 days interest on \$32,000 railroad 8 per cent. bonds, . . . . .	832 00
January 1, 1870, 2 months 15 days interest on \$5,000 railroad 10 per cent. bonds, . . . . .	104 20
January 3, 1870, 12 months' interest on \$5,000 railroad 8 per cent. notes, . . . . .	400 00
January 3, 1870, 6 months' interest on \$11,000 railroad 8 per cent. notes, . . . . .	440 00
January 12, 1870, 6 months' interest on \$133,000 railroad 8 per cent. bonds, less tax, . . . . .	5,054 00
February 4, 1870, dividend on 83 shares Michigan Central R. R., . . . . .	415 00

Received March 31, 1870, proceeds of \$29,000 Kalamazoo, Allegan and Grand Rapids bonds, . . . . .	\$27,619 72
April 1, 1870, 6 months' interest on \$224,700 railroad 7 per cent. bonds, less tax, . . . . .	7,471 27
April 30, 1870, 6 months' interest on \$39,000 U. S. 5-20 bonds, . . . . .	1,341 11
April 30, 1870, 6 months' interest on \$13,500 railroad 8 per cent. bonds, . . . . .	540 00
May 1, 1870, 6 months' interest on \$11,000 railroad 8 per cent. notes, . . . . .	440 00
	<hr/>
	\$147,291 58
Paid for cost of \$151,500 railroad bonds, . . . . .	\$143,489 47
commission one per cent. on purchases, . . . . .	1,434 89
Clerk hire, . . . . .	142 00
rent of safe, advertising, &c., . . . . .	75 46
Balance in Boston Bank, . . . . .	2,149 76
	<hr/>
	\$147,291 58

*Michigan Central Railroad Second Sinking Fund in account with the Trustees.*

Cash in Boston Bank, May 31, 1869, . . . . .	\$198 24
Received July 1, 1869, 6 months' interest on \$42,000 railroad 8 per cent. bonds, less tax, . . . . .	1,596 00
July 6, 1869, dividend from 27 shares Michigan Central Railroad, . . . . .	135 00
July 10, 1869, 6 months' interest on \$32,000 railroad 8 per cent. bonds, less tax, . . . . .	1,216 00
September 21, 1869, 6 months' interest on \$17,000 railroad 7 per cent. bonds, less tax, . . . . .	565 25
September 21, 1869, proceeds of \$17,000 Hannibal and St. Joseph R. R. bonds, . . . . .	20,874 56
October 2, 1869, 6 months interest on \$71,900 R. R. 7 per cent. bonds, less tax, . . . . .	2,390 68
January 1, 1870, 2 months 15 days interest on \$15,000 railroad 10 per cent. bonds, . . . . .	312 60
January 3, 1870, 12 months' interest on \$5,000 railroad 8 per cent. notes, . . . . .	400 00
January 3, 1870, 6 months' interest on \$1,000 railroad 8 per cent. notes, . . . . .	40 00
January 12, 1870, 6 months' interest on \$51,000 railroad 8 per cent. bonds, less tax, . . . . .	1,938 00
February 4, 1870, dividend on 27 shares Michigan Central Railroad, . . . . .	135 00
April 1, 1870, 6 months' interest on \$75,900 railroad 7 per cent. bonds, less tax, . . . . .	2,523 68



Received May 1, 1870, 6 months' interest on \$1,000 railroad 8		
per cent. note, . . . . .		\$40 00
May 1, 1870, dividend on 5 shares Joliet and N. Indiana R. R. less tax, . . . . .		76 00
		<hr/>
		\$32,441 01
Paid for cost of \$33,000 railroad bonds, . . . . .	\$31,875 37	
commission on purchases, 1 per cent. . . . .	318 75	
clerk hire, . . . . .	58 00	
rent of safe, advertising, &c., . . . . .	31 65	
Balance in Boston Bank, . . . . .	157 24	
	<hr/>	\$32,441 01

(E. &amp; O. E.)

The Michigan Central Railroad Company have refused payment of the interest on its bonds held by the Trustees, since January 1, 1869, and on the Joliet and N. Indiana Railroad bonds since January 1, 1870. They have also withheld the annual instalments to the Sinking Funds for 1869, and have notified the Trustees that no further payments of interest or of annual instalments will be made to the Sinking Funds.

As \$1,843,000 of the Sinking Fund Bonds have already been converted into stock, leaving \$2,601,500 to which the property of the Sinking Funds is applicable, and appearances indicate that most of the remainder will be converted before maturity, in the absence of any request for legal action from the bondholders, the Trustees have taken no steps to enforce the provisions of the trust mortgages.

H. H. HUNNEWELL,  
N. THAYER,  
W. H. FORBES,  
*Trustees.*

BOSTON, June 10, 1870.

## AUDITOR'S REPORT.

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BOSTON, June 21, 1870.

*To the Directors of the Michigan Central Railroad Company :*

GENTLEMEN:—I have examined the Treasurer's books at Boston, and the President's at Detroit, for the year ending May 31st, and have found them to be correctly kept and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

## GENERAL SUPERINTENDENT'S REPORT.

OFFICE MICHIGAN CENTRAL RAILROAD CO., }  
CHICAGO, June 11, 1870. }

JAMES F. JOY, *President*:

DEAR SIR:—I beg to submit the following statements of the operation and traffic of the road for the year ending May 31st, 1870, together with reports of the working departments, statistics, &c. :—

	1869.	1870.	Increase or Decrease.
<i>Earnings.</i>			
Passengers, . . . .	\$1,795,806 11	\$1,914,921 75	+\$119,115 64
Freight, . . . .	2,755,200 48	2,634,438 87	—120,761 61
Miscellaneous, . . .	165,286 30	157,927 35	—7,358 95
Totals, . . . .	\$4,716,292 89	\$4,707,287 97	—\$9,004 92
<i>Expenses.</i>			
Operating expenses, .	\$2,782,467 79	\$2,899,830 99	+\$117,363 20
Taxes, . . . .	104,475 60	114,083 96	+9,608 36
Totals, . . . .	\$2,886,943 39	\$3,013,914 95	+\$126,971 56
Ratio of expenses to earnings including taxes, .	.61 $\frac{21}{100}$	.64 $\frac{8}{100}$	+ .02 $\frac{82}{100}$
Exclusive of taxes, . .	.59	.61 $\frac{60}{100}$	+ .02 $\frac{60}{100}$
Passenger earnings per mile, . . . .	\$6,323 26	\$6,742 68	+\$419 42
Freight earnings per mile,	9,701 41	9,276 19	—425 22
Miscellaneous earnings per mile, . . . .	581 99	556 08	—25 91
Total, . . . .	\$16,606 66	\$16,574 95	—\$31 71

Passenger earnings as compared with the previous year are as follows:—

	1869.	1870.	Increase.	Decrease.
Local East, .	\$435,871 83	\$452,045 03	\$16,173 20	—
Local West, .	458,947 17	459,161 00	213 83	—
Through East, .	376,140 97	456,989 01	80,848 04	—
Through West, .	459,502 47	481,773 94	22,271 47	—
Emigrants, .	65,343 67	64,952 77	—	\$390 90
Totals, .	\$1,795,806 11	\$1,914,921 75	\$119,115 64	
Percentage of local increase, . . . . . $1\frac{80}{100}$				
of through increase, . . . . . $10\frac{98}{100}$				
of emigrant decrease, . . . . . $0\frac{80}{100}$				
of local to entire earnings, . . . . . $47\frac{58}{100}$				

The passenger traffic shows a very satisfactory increase over that of the previous year, being confined chiefly (as seen by the foregoing table) to the through business, notwithstanding the reduced rates of through fares, which extended over the first six months of the year, and the lessened proportion received on the whole, under the *pro rata* arrangement with the lines east of Suspension Bridge and Buffalo.

#### PASSENGER TRAINS.

Four through daily passenger trains have been run during the year, and short trains between Detroit and Jackson, as also between Chicago and Kalamazoo, for the better accommodation of the way travel, and the relief of the through trains. Through Pullman Palace Drawing-room and Sleeping Cars are run on all trains between Chicago and Detroit, London, Suspension Bridge, Rochester and New York, without intermediate change of passengers. Day and night trains are continued in each direction between Chicago and Michigan City, connecting through without change of cars to Lafayette, Indianapolis and

Louisville, with direct connections to New Albany, Cincinnati and interior Ohio points. The conduct of rival through lines has required on the part of our road and \*connections, an increase of speed in the principal trains beyond that of previous years, which, if continued, cannot fail to convince all the roads so engaged of the still greater increase of expense in maintenance of road and machinery. Eight hundred and sixty-five thousand five hundred and eighty-two passengers have been carried during the year; being an increase of 19,130 over the previous year. Of this number, no person has been killed, and only two injured, when standing upon the platform and attempting to leave the train while in motion.

The arrangements between this company and the Great Western, taking effect on the 1st of January last, by which the traffic interests of both companies are made mutual and identical, and the consolidation of the Eastern and Western agencies, heretofore maintained by both companies under separate organizations, are already productive of good results in the more active coöperation in securing through traffic at less aggregate expense. Still better results must follow with the natural increase of business.

#### FREIGHT EARNINGS.

The freight earnings during the year, as compared with the previous year, are as follows:—

	1869.	1870.	Increase.	Decrease.
Local East, .	\$710,085 78	\$714,396 07	\$4,310 29	—
Local West, .	632,180 61	626,133 40	—	\$6,047 21
Through East, .	938,880 47	823,577 96	—	115,302 51
Through West, .	474,053 62	470,331 44	—	3,722 18
Totals, . .	\$2,755,200 48	\$2,634,438 87	—	—
Total Decrease,	— —	— —	—	\$120,761 61
Percentage of local decrease, . . . . .				0 $\frac{12}{100}$
of through decrease, . . . . .				9 $\frac{20}{100}$
of through and local decrease, . . . . .				5 $\frac{84}{100}$
of local freight earnings to entire freight earnings, . .				50 $\frac{88}{100}$
of local passenger and freight earnings to all earnings,				47 $\frac{84}{100}$
The increase of tonnage on all freight amounts to 2 $\frac{54}{100}$ per cent.				

The earnings of this branch are less satisfactory than those of the passenger department. While there were 20,935 tons, or  $2\frac{5}{10}$  per cent. more carried, the decrease in earnings amounts to \$120,761.61. This has arisen chiefly from the reduced rates on East bound freight which have prevailed during the year, and which also extended in serious degree over several months of West bound traffic.

The very limited corn crop of the last year deprived us largely of a most important item of freight, which kept our through or Blue Line capacity full the winter before.

The item of bulk grain for through shipments is new to us, extending back only to our uniform gauge and through car equipment, but must hereafter enter largely into our through traffic by reason of the rapid transit, as compared with water or mixed carriage, as also the convenience of quantity as suited to all dealers and the delivery of the identical grain as shipped.

The working of our through or Blue Line, continues to afford unsurpassed facilities for the rapid and safe movement of the through traffic, while the uniform gauge of our connections to the seaboard gives to the line the advantage of the common car stock of the several roads in time of emergency. The arrangement with the Grand Trunk Railway, by which cars of adjustable gauge are run between Chicago and Canadian and Northern and Eastern New England points without transfer, is working advantageously.

The control and working of the Grand River Valley road, now known as the Grand River Valley Division of the Michigan Central, in addition to becoming more than self-supporting, cannot fail of being an important feeder to our main line for local traffic in both directions from Jackson, and for through business East. The same may be said in results to this company of the several other roads diverging from Jackson and already in operation. The opening of the Chicago and Michigan Lake Shore road from New Buffalo to St. Joseph, and its proposed continuance north, affords the only practicable rail outlet to Chicago, the natural market for a large extent of fine fruits and agricultural country. The passenger travel is accommodated by two daily trains in each direction, connecting at New Buffalo with our trains East and West. Cars also are in preparation for carrying the fruit crop of the present season.

## GENERAL STATISTICS.

For statistics in detail embracing the different classes of traffic, see tables A to K inclusive.

## TELEGRAPH DEPARTMENT.

The duties of this important department, as connected with the movement of trains, have been conducted during the year with the usual degree of care and success, for which much credit is due to the superintendent, and his assistant train dispatchers.

## OPERATING EXPENSES.

The relative cost of working the road, as compared with the gross earnings, has been  $2\frac{6}{10}$  per cent. more than the previous year, while the increase of passengers carried, has been  $2\frac{26}{100}$  per cent. larger and of tons carried  $2\frac{61}{100}$  per cent. over the previous year. For general statistics under this head see table M.

## ROAD REPAIRS.

The cost for road repairs has been  $28\frac{44}{100}$  per cent. over the previous year, partly owing to the increased speed and weight of our passenger trains, and partly by reason of earlier than usual preparation for the expected increase of speed this season, and the unusual amount of new material and labor thus expended, the cost of which comes chiefly within the fiscal year just ended. More than usual attention and consequent expense has been given to ballasting such portions of our track as a strict sense of safety and economy seemed to require.

Altogether 31 miles have been newly ballasted during the year besides the considerable use of gravel in grading about the stations at Detroit, Jackson, Kalamazoo and Niles.

The expenditures for labor, material, &c., have been as follows:—

For personal services,	.	.	.	.	.	\$322,627 76
For repairs of tools,	.	.	.	.	.	6,841 60
Cost of ties,	.	.	.	.	.	48,765 70
of spikes,	.	.	.	.	.	10,159 68
of frogs,	.	.	.	.	.	8,868 31
of switches,	.	.	.	.	.	5,223 57

Cost of re-rolled T rails, . . . . .	\$201,413 19
of repairs of T rails, . . . . .	18,286 86
of joint splice, . . . . .	24,449 51
of bridge repairs, . . . . .	17,935 54
of fence repairs, . . . . .	20,566 20
Miscellaneous, . . . . .	30,621 13
<hr/>	
Total, . . . . .	\$715,759 05
Total for same, year previous, . . . . .	557,292 25
<hr/>	
Excess over year previous, . . . . .	\$158,466 80

Material as follows has been used.

4,554 $\frac{1281}{240}$  tons re-rolled rails.

3,893 $\frac{1700}{240}$  tons repaired rails.

2,684 kegs rail spikes.

108,769 ties.

21,125 new splice-joints.

31 miles new board fence built.

18 miles rail fence built.

30 miles rail fence renewed.

35 (1,086 feet) new stone and cement culverts under track.

8 $\frac{37}{100}$  miles additional side track laid.

Making entire length of side track on main line 65 $\frac{87}{100}$  miles.

The re-rolled rails have laid . . . . . 48 $\frac{30}{100}$  miles.

repaired rails have laid . . . . . 41 $\frac{30}{100}$  "

replaced rails have laid . . . . . 31 $\frac{00}{100}$  "

Total of renewed track, . . . . . 121 $\frac{52}{100}$  miles.

Being 42 $\frac{78}{100}$  per cent. of entire main track.

#### BRIDGES.

Three new bridges under track, and three new overhead, highway bridges, have been built on west division, and others repaired. The bridges on east division have undergone necessary repair, and all are in safe condition.



## GRAND RIVER VALLEY DIVISION.

This road of 94 miles, which passed into the control of the Michigan Central, on 18th April last, was well graded and ballasted, excepting, for the distance of twenty miles, between Middleville and Grand Rapids, which was completed so far as to be passable for trains during the winter. Two light construction trains have been actively engaged on the unfinished section, and will complete it in grade, ditching, and ballasting, by 25th of present month.

The fencing which was contracted by the former company will be completed in a few weeks.

The bridges, some which were hastily constructed, will need attention this season.

The necessary additional side tracks are now being laid.

At the close of the present month all extra labor and expense upon track will be discontinued.

Some little outlay will be required in providing water stations and depot accommodations on the newer part of the road.

## BUILDINGS AND REPAIRS. (MAIN ROAD.)

*Dearborn.*—One thousand two hundred and seventy-six feet woodsheds, 32 feet wide, with 14 feet posts, and shingle roof; ground underdrained and graded.

*Wayne.*—Addition to passenger house, 18×12 feet, for telegraph office.

*Ann Arbor.*—Built new blacksmith's shop, 35×30 feet, for repairs of rails.

*Dexter.*—Built new turn-table, with track under walled and sides walled.

*Chelsea.*—Addition to grain house, 38×20 feet for grain car and track; also timber bridge for approach to same, 260 feet in length.

*Grass Lake.*—Graded for and built new stock yards; also repairs to grain house.

*Jackson.*—Temporary engine house, at cost of about \$800; removed and repaired coach house; repaired old freight house.

*Parma.*—New grain house bridge.

*Marshall.*—Built new wood house, 350×40 feet, 14 feet posts, with shingle roof; freight and grain houses shingled; repairs to machine and blacksmith's shops; new coal sheds.

*Kalamazoo*.—Addition to passenger house, 24×20 feet, and enlarged ticket office.

*Lawton*.—Repaired passenger station.

*Decatur*.—Repaired passenger station ; raised floors, &c.

*Niles*.—Enlarged dining-room, and put additional sleeping rooms over kitchen.

*Galien*.—Repaired and painted station buildings.

*New Buffalo*.—New, frost-proof Burnham water tank, of increased capacity, in place of old water house and tank.

*Chicago*.—Additional standing room and capacity for engines at engine house.

The road repairs are still conducted under two divisions, from Kalamazoo, east and west ; the former under the charge of Mr. C. H. White, and the latter under Mr. S. R. Johnson, roadmasters, who have both served the company in this capacity since the completion of the road, and who are entitled to credit for the results accomplished.

#### LOCOMOTIVE DEPARTMENT.

The expenses of locomotive repairs show a saving of about \$5,000 over the previous year, notwithstanding an increase of 186,899 miles, or  $7\frac{4}{100}$  per cent. greater distance run. This result is due to improved condition of track and machinery. Eight light engines of old pattern have been sold, and eight new engines, of the Manchester build, four passenger and four freight, added. The drain of light engines for the several new roads in which this company is interested, requires at least an equal number of new engines the coming year to make good the loss and meet the natural increase of service.

The present equipment of this department shows a material improvement over that of any previous period. I cannot refrain from calling your attention to the necessity of better shop facilities, and to some extent improved machinery, as essential to the more economical results in this department.

#### CAR DEPARTMENT.

Quite the usual improvement, has been made during the year, on our passenger equipment, which now numbers 62 first-class 12-wheel day coaches, of uniform build and style. All these cars are provided with the Ruttan system of ventilation,

which is highly appreciated at all seasons, by the travelling public.

A sufficiency for all present trains are also provided with the Miller platform and coupling, thus insuring greater safety to train and passengers, 16 new 12-wheel, second class and emigrant cars, have been built during the year, calculated to run as required, on passenger or freight trains. They are of 68 passenger capacity each, light, and strong, and admirably adapted to the uses for which they were built. All our passenger trains are now made up exclusively of 12-wheel cars, thus securing the greatest possible degree of safety.

Four new 12-wheel baggage, and express cars are now constructing by this company and the Great Western, as our proportion of daily through cars to and from New York, thus saving all intermediate handling of baggage and express matter. The expenses of this department are reduced \$33,588.04 as compared with the previous year.

#### FREIGHT EQUIPMENT.

As will be seen by reference to the report of the Superintendent of this department, the ordinary freight stock of the company, used in the main for its local traffic, has been well kept up by renewals and rebuilding; 103 additional Blue Line cars have been built during the year, provided with an improved and very superior track and enlarged sized axle.

The addition of these cars has already reduced our mileage paid to foreign roads, as compared with the previous year nearly one-third their cost. There has still been a foreign mileage balance against this company during the past year of \$11,779.66, showing our quota of the through line as yet unfilled. The new cars, however, did not come into service in time to get their full credit for the year.

I submit herewith the reports of the Superintendents of the Locomotive and Car departments, with remarks, tables, and statistics, touching the condition of their respective departments. I am gratified in the opportunity of again bearing testimony to the faithful discharge of duty, on the part of all holding positions of responsibility.

Respectfully,

H. E. SARGENT,  
*General Superintendent.*

## LOCOMOTIVE DEPARTMENT.

H. E. SARGENT, ESQ., *Gen. Supt. M. C. R. R. Co.* :

DEAR SIR :—Herewith I hand you statement of the workings of the Locomotive Department for the year ending May 31, 1870, the aggregate expense being less than last year while the service has considerably increased.

During the year we have put in first-class order, at quite an expense, and sold to various roads, 8 small locomotives, and have bought 8 new ones in return, 4 copper fire-box, coal-burning freight engines, and 4 plain copper fire-box passenger engines for coal or wood. We have finished two of the three 10-wheel engines rebuilding to 8-wheelers, and the third is well along. We are now changing the truck and driving wheels under one of the rebuilt engines suitable for the passenger service made necessary by our fast and heavy passenger trains. We are putting extra duty on some of our engines in order to relieve others for repairs, and although our motive power has had a hard year's service, its condition is quite as good as at the commencement of the year.

Table A gives service of engines in mileage ; Table B, condition of machinery from amount of renewal ; Table C, extra repairs of all kinds, and putting in order the engines which were sold ; Table D, locomotive repairs ; Table E, condensed statement of repairs and service ; Table F, description of locomotives ; Table G, number and occupation of the employees at the different shops ; Table H, comparative statement of the different kinds of tire and the average mileage of same ; and Table I, statement of miles run by locomotives on Joliet division.

Most respectfully submitted,

A. S. SWEET.

DETROIT, May 31, 1870.

TABLE A.

*Statement of Miles run by Locomotives during the year, from June 1, 1869, to May 31, 1870, inclusive.*

MONTHS.	Miles passenger trains.	Miles Freight trains.	Miles working trains.	Miles switching trains.	Miles total trains.
<b>1869.</b>					
June, . . .	72,469	95,298	12,472	30,358	210,597
July, . . .	72,636	79,365	9,629	32,975	194,605
August, . . .	77,479	80,948	12,540	28,495	199,462
September, . .	79,264	91,892	13,947	32,255	217,358
October, . . .	76,783	96,307	13,374	32,080	218,544
November, . .	75,703	104,396	12,852	30,205	223,156
December, . .	69,089	85,411	12,157	31,390	198,047
<b>1870.</b>					
January, . . .	75,554	91,630	14,789	33,115	215,088
February, . .	74,269	100,136	13,624	33,140	221,169
March, . . .	72,145	86,862	13,096	34,259	206,362
April, . . .	78,958	98,858	16,046	33,070	226,932
May, . . .	80,567	104,461	13,574	31,980	230,582
Totals, . . .	904,916	1,115,564	158,100	383,322	2,561,902

TABLE B.

*Renewals during the year.*


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Straight locomotive axles, . . . . .	29
Crank axles, . . . . .	3
Rings of steel tire, . . . . .	36
Rings of cast chilled tire, . . . . .	19
Rings of Lowmoor tire, . . . . .	4
Tender and truck wheels, . . . . .	408
Tender and truck axles, . . . . .	84
Head and crown sheets, . . . . .	48
Flue sheets, . . . . .	40
Sets of flues pierced and re-set, . . . . .	35
New driving wheels, . . . . .	15
New jackets to boilers, . . . . .	35
New lagging to boilers, . . . . .	42
New tanks, . . . . .	7
Snow ploughs, . . . . .	34
Ash pans, . . . . .	12
Clothes boxes for engines, . . . . .	68
Tool boxes for engines, . . . . .	46
Oil boxes for engines, . . . . .	52
New smoke stacks, . . . . .	24
New cabs, . . . . .	28
New pilots, . . . . .	34
New tenders, . . . . .	22
New head lamps, . . . . .	28
New lamp boards, . . . . .	48
New seat boxes, . . . . .	98
New Pilot trucks, (vibrating,) . . . . .	10
Engines painted and varnished throughout, . . . . .	69
Engines painted and varnished partially, . . . . .	89

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TABLE C.

*Showing extraordinary expenses in repairs, due to casualties of various kinds, breakages, run offs, etc., etc. As also renewals of boilers and tenders, rebuilding and repairing of locomotives which made no mileage during such expenditure including the fitting up of engines sold during the year.*

Whirlwind, . . .	\$3,507 40	Brought up, . . .	\$47,950 89
Stag Hound, . . .	1,198 20	Ætna, . . .	7,863 80
Mameluke, . . .	2,830 96	Niagara, . . .	2,780 85
Circassian, . . .	3,242 68	Peninsula, . . .	1,477 95
Corsair, . . .	1,264 25	Battle Creek, . . .	1,090 85
Persian, . . .	3,140 47	Ajax, . . .	3,697 20
Rover, . . .	2,756 93	Gladiator, . . .	1,443 10
Rattler, . . .	1,873 30	Porpoise, . . .	1,312 70
Rusher, . . .	2,927 33	Baltic, . . .	1,379 90
Torrent, . . .	2,801 53	Arctic, . . .	2,095 60
Herald, . . .	1,420 25	Atlantic, . . .	2,343 05
Reindeer, . . .	2,570 33	White Sea, . . .	2,189 80
Hurricane, . . .	2,614 34	Red Sea, . . .	1,494 83
Black Bear, . . .	2,510 97	North Sea, . . .	2,564 74
Pluto, . . .	8,264 05	South Sea, . . .	1,143 85
White Bear, . . .	2,449 05	Globe, . . .	1,513 40
Grizzly Bear, . . .	2,578 85	Vixen, (new,) . . .	14,586 05
Carried up, . . .	\$47,950 89		\$96,298 56

TABLE D.

*Statement of Locomotive repairs in detail for the year ending  
May 31, 1870.*

Bald Eagle, . . .	\$2,532 25	Rusher, . . .	\$4,332 68
White Eagle, . . .	6 10	Salamander, . . .	2,619 25
Grey Eagle . . .	977 88	Meteor, . . .	1,903 55
Black Eagle, . . .	1,978 47	Bison, . . .	898 30
Golden Eagle, . . .	3,353 33	Torrent, . . .	2,962 93
American Eagle, . . .	1,431 40	Buffalo, . . .	594 45
Storm, . . .	912 43	Herald, . . .	1,990 55
Rocket, . . .	2,906 58	Cataract, . . .	2,084 15
White Cloud, . . .	1,396 10	Reindeer, . . .	5,147 63
Monitor, . . .	1,645 45	Lightfoot, . . .	2,323 65
North Wind, . . .	2,292 40	Terrible, . . .	880 12
East Wind, . . .	2,068 75	Gazelle, . . .	387 35
South Wind, . . .	2,223 36	Prowler, . . .	806 65
West Wind, . . .	1,664 55	Hurricane, . . .	2,614 74
Trade Wind, . . .	2,946 90	Jupiter, . . .	988 75
Challenge, . . .	2,579 18	Neptune, . . .	2,411 55
Defiance, . . .	1,823 43	Mars, . . .	3,497 82
Grey Hound, . . .	1,581 88	Pluto, . . .	8,602 25
Wolf Hound, . . .	2,851 80	Saturn, . . .	2,177 70
Fox Hound, . . .	2,868 50	White Bear, . . .	3,384 88
Stag Hound, . . .	5,022 33	Grizzly Bear, . . .	3,239 05
Arab, . . .	3,722 75	Rocky Mountain, . . .	2,048 95
Mameluke, . . .	4,677 76	Ætna, . . .	7,863 80
Circassian, . . .	4,973 28	Niagara, . . .	4,455 95
Corsair, . . .	2,587 15	Vesuvius, . . .	3,118 00
Persian, . . .	7,652 87	Goliah, . . .	1,122 40
Egyptian, . . .	3,227 15	Washington, . . .	3,036 31
Rover, . . .	3,309 37	Samson, . . .	1,707 45
Rambler, . . .	1,155 35	Giant, . . .	1,403 78
Rattler, . . .	2,980 80	Lion, . . .	2,148 12
Ranger, . . .	2,276 46	Tiger, . . .	1,369 25
Racer, . . .	2,046 69	Hecla, . . .	1,466 90



TABLE D—*Continued.*

Peninsula, . . .	\$1,919 29	Black Sea, . . .	\$3,746 30
Hercules, . . .	2,841 40	Red Sea, . . .	2,710 06
Battle Creek, . . .	2,469 05	North Sea, . . .	4,186 44
Lynx, . . .	780 65	South Sea, . . .	3,377 00
Twilight, . . .	1,011 57	Hinkley, . . .	253 35
Ajax, . . .	3,721 70	Globe, . . .	2,066 14
Atlas, . . .	2,062 10	Swallow, . . .	1,215 95
Ceres, . . .	2,970 55	Detroit, . . .	1,635 70
Gladiator, . . .	2,691 00	Marshall, . . .	1,788 70
Quickstep, . . .	1,788 05	Mich. City, . . .	1,405 51
Foreigner, . . .	320 60	Chicago, . . .	962 00
America, . . .	1,123 35	Joliet, . . .	629 35
Saxon, . . .	1,000 95	Tempest, . . .	1,207 90
Dolphin, . . .	2,630 16	Tornado, . . .	1,090 55
Porpoise, . . .	2,582 37	Vampire, . . .	517 50
Grampus, . . .	1,717 19	Vixen, . . .	15,080 89
Baltic, . . .	2,958 10	No. 45, C. B. and Q.,	364 25
Diamond, . . .	393 40	No. 48, C. B. and Q.,	209 90
Emerald, . . .	402 55	No. 92, . . .	380 90
Whirlwind, . . .	4,173 21	No. 93, . . .	221 30
Toledo, . . .	105 50	Ruby, . . .	440 80
Muskegon, . . .	39 39	Pearl, . . .	604 75
Arctic, . . .	3,484 75	Mayflower, . . .	209 55
Atlantic, . . .	3,471 33	Barry, . . .	154 25
Pacific, . . .	2,124 70	Eaton, . . .	173 18
Caspian Sea, . . .	1,816 00		
White Sea, . . .	3,917 29		
			\$266,415 03

TABLE E.

*Condensed Statement of Repairs and Services.*


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Cost of locomotive repairs, . . . . .	\$266,415 03
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Cost of locomotive service, . . . . .	147,252 14
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*Cost of Fuel.*

54,988 cords wood, \$3.98 $\frac{34}{100}$ , . . . . .	\$219,039 19
--	--------------

17,935 tons coal, \$4.20, . . . . .	75,329 10
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Total cost of fuel, . . . . .	\$294,368 29
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29,690 pounds rags, at 8 $\frac{3}{10}$ cents, . . . . .	\$2,612 72
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45,730 pounds waste, at 18 $\frac{6}{10}$ cents, . . . . .	8,505 57
--	----------

21,514 gallons oil, at 77 cents, . . . . .	16,565 78
--	-----------

Average number of miles run to each cord of wood consumed, .	34 $\frac{24}{100}$
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Average number of miles run to each ton of coal consumed, .	38 $\frac{78}{100}$
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Average number of miles run to each gallon of oil consumed, .	119 $\frac{8}{100}$
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Average number of freight cars hauled per train, . . . . .	22 $\frac{55}{100}$
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*Recapitulation.*

Cost per mile run for repairs, . . . . .	10 $\frac{39}{100}$ cents.
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for engineers, firemen and wiping, . . . . .	5 $\frac{74}{100}$ "
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for fuel, . . . . .	11 $\frac{49}{100}$ "
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for oil, . . . . .	$\frac{642}{1000}$ "
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for rags and waste, . . . . .	$\frac{488}{1000}$ "
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Total cost per mile run, . . . . .	28 $\frac{69}{100}$ cents.
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TABLE F.  
*Schedule and description of Locomotives.*

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Bald Eagle, . . .	Inside, . . .	16×20	5 ft. 6 in.	4 wood.
White Eagle, . . .	" . . .	"	"	"
Gray Eagle, . . .	" . . .	"	"	"
Black Eagle, . . .	" . . .	"	"	"
Golden Eagle, . . .	" . . .	"	"	"
Storm, . . .	" . . .	"	"	"
Rocket, . . .	" . . .	"	"	"
White Cloud, . . .	" . . .	"	"	"
North Wind, . . .	" . . .	16×22	"	"
East Wind, . . .	" . . .	"	"	"
South Wind, . . .	" . . .	"	"	"
West Wind, . . .	" . . .	"	"	"
Whirlwind, . . .	" . . .	"	"	"
Trade Wind, . . .	" . . .	"	"	"
Challenge, . . .	" . . .	16×20	"	"
Defiance, . . .	" . . .	"	"	"
Grey Hound, . . .	" . . .	16×22	"	"
Wolf Hound, . . .	" . . .	"	"	"
Fox Hound, . . .	" . . .	"	"	4 coal.
Stag Hound, . . .	" . . .	"	"	"
Arab, . . .	" . . .	16×20	"	4 wood.
Mameluke, . . .	" . . .	"	"	"
Circassian, . . .	" . . .	"	"	"
Corsair, . . .	" . . .	"	"	"
Persian, . . .	" . . .	"	"	"
Egyptian, . . .	" . . .	"	"	"
Rover, . . .	" . . .	16×22	"	"
Rambler, . . .	" . . .	"	"	"
Rattler, . . .	" . . .	"	"	"
Ranger, . . .	" . . .	"	"	"
Racer, . . .	" . . .	"	"	"
Rusher, . . .	" . . .	"	"	"
Cataract, . . .	" . . .	15×18	5 feet.	"
Reindeer, . . .	" . . .	"	"	4 coal.

TABLE F—*Continued.*

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Hercules, . . .	Inside, . . .	15×18	4 ft. 6 in.	4 wood.
Lynx, . . .	" . . .	"	"	4 coal.
Jupiter, . . .	" . . .	16×20	"	6 wood.
Neptune, . . .	" . . .	"	"	"
Saturn, . . .	" . . .	"	"	6 coal.
Samson, . . .	" . . .	"	"	6 wood.
Giant, . . .	" . . .	"	"	6 coal.
Tiger, . . .	" . . .	"	"	"
White Bear, . . .	Outside, . . .	16×22	4 ft. 10 in.	4 wood.
Grizzly Bear, . . .	" . . .	"	"	"
Niagara, . . .	" . . .	"	"	"
Vesuvius, . . .	" . . .	"	"	"
Goliath, . . .	" . . .	"	"	"
Washington, . . .	" . . .	"	"	"
Hecla, . . .	" . . .	"	"	"
Peninsula, . . .	" . . .	"	"	"
Lion, . . .	" . . .	"	"	"
Twilight, . . .	Inside, . . .	"	"	"
Ajax, . . .	Outside, . . .	15×24	"	"
Atlas, . . .	" . . .	"	"	"
Ceres, . . .	" . . .	"	"	"
Foreigner, . . .	" . . .	15×22	5 feet.	"
America, . . .	" . . .	16×22	5 feet.	"
Saxon, . . .	" . . .	"	"	"
Dolphin, . . .	" . . .	15×22	4 ft 6 in.	"
Porpoise, . . .	" . . .	16×22	4 ft. 10 in.	"
Grampus, . . .	" . . .	"	"	"
Baltic, . . .	" . . .	"	"	"
Arctic, . . .	" . . .	"	"	"
Atlantic, . . .	" . . .	"	"	"
Pacific, . . .	" . . .	"	"	4 coal.
Caspian Sea, . . .	" . . .	"	"	4 wood.
White Sea, . . .	" . . .	"	"	"
Black Sea, . . .	" . . .	"	"	4 coal.
Red Sea, . . .	" . . .	"	"	4 wood.

TABLE F—*Concluded.*

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
North Sea, . . . .	Outside, . . . .	16×22	4 ft. 10 in.	4 wood.
South Sea, . . . .	" . . . .	"	"	4 coal.
Globe, . . . .	Inside, . . . .	16×20	4 ft. 6 in.	4 wood.
Swallow, . . . .	Outside, . . . .	12×17	4 feet.	"
Detroit, . . . .	" . . . .	12×20	"	4 coal.
Marshall, . . . .	" . . . .	"	"	"
Michigan City, . . . .	" . . . .	"	"	4 wood.
Chicago, . . . .	" . . . .	"	"	"
Joliet, . . . .	" . . . .	"	"	"
Salamander, . . . .	" . . . .	16×22	4 ft. 10 in.	"
Rocky Mountain, . . . .	" . . . .	"	"	"
Ætna, . . . .	" . . . .	"	"	"
Pluto, . . . .	" . . . .	"	"	4 coal.
Mars, . . . .	" . . . .	"	"	4 wood.
Monitor, . . . .	" . . . .	"	"	4 coal.
Meteor, . . . .	" . . . .	"	"	"
Gladiator, . . . .	" . . . .	"	"	"
Tempest, . . . .	" . . . .	"	"	"
Tornado, . . . .	" . . . .	"	"	"
Terrible, . . . .	" . . . .	"	"	"
Vixen, . . . .	" . . . .	"	"	"
Vampire, . . . .	" . . . .	"	"	"
Buffalo, . . . .	" . . . .	"	"	"
Bison, . . . .	" . . . .	"	"	"
Prowler, . . . .	" . . . .	"	"	"
Lightfoot, . . . .	" . . . .	"	5 ft. 6 in.	"
Quickstep, . . . .	" . . . .	"	"	"
Emerald, . . . .	" . . . .	"	"	4 wood.
Pearl, . . . .	" . . . .	"	"	"
Diamond, . . . .	" . . . .	"	"	"
Ruby, . . . .	" . . . .	"	"	"

Number of engines burning coal, . . . . . 24

Number of engines burning wood, . . . . . 76

Total number, . . . . . 100

TABLE G.

*Statement showing the numbers and occupation of Employees at the different Shops on the line of the Road in this Department.*

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Superintendent, . . .	1	-	-	-	1
Clerk, . . . .	1	-	-	-	1
Draughtsman, . . . .	1	-	-	-	1
Time Keeper, . . . .	1	1	1	-	3
Master Mechanics, . . .	-	1	1	-	2
Engine Dispatchers, . . .	1	1	1	1	4
Machinists, . . . .	42	25	23	1	91
Copper and Tinsmiths, . .	14	2	2	-	18
Flue Setters and Caulkers, .	2	2	2	-	6
Tender and Truck Rep'rers,	6	3	2	-	11
Boiler Makers, . . . .	9	3	5	-	17
Helpers, . . . .	5	3	4	-	12
Bolt Cutters, . . . .	2	1	1	-	4
Carpenters, . . . .	8	2	1	-	11
Pattern Makers, . . . .	1	1	1	-	3
Laborers, . . . .	9	11	8	2	30
Blacksmiths, . . . .	8	4	4	1	17
Helpers, . . . .	9	4	5	2	20
Painters, . . . .	3	1	1	-	5
Stationary Engineers, . . .	2	1	1	-	4
Stationary Firemen, . . .	1	-	-	-	1
Engine Wipers, . . . .	7	10	9	6	32
Locomotive Engineers, . . .	38	31	17	7	93
Locomotive Firemen, . . .	38	31	17	7	93
Watchmen, . . . .	3	4	3	2	12
Apprentices, . . . .	18	3	6	-	27
Boiler Washers, . . . .	1	1	1	-	3
Drayman, . . . .	-	-	1	-	1
	231	146	117	29	523

TABLE H.

*Comparative Statement of the different kinds of Locomotive Tire in use on the Road, and the average mileage of same.*

## IRON TIRE.

	Miles run before turning.	From 1st to 2d turning.	From 2d to 3d turning.	Miles run until worn out.
Lowmoor Iron, . . .	34,938	28,162	30,261	93,361
Freedom Iron, . . .	26,088	22,128	19,601	67,817
Bowling Iron, . . .	26,372	26,140	25,909	78,421

Average mileage of Iron, during life time, 79,866.

## STEEL TIRE.

	Miles run before turning.	From 1st to 2d turning.	From 2d to 3d turning.	All in good or- der and have run to date.
Vicker's Steel, . . .	38,493	36,505	37,773	129,160
Krupps, . . . .	35,731	38,968	33,934	126,176
Firths, . . . .	34,841	26,231	—	80,545

There are now in use on the road 320 rings steel tire, of which only eight have been set aside as imperfect after having run 70,427 miles.

Each turning on an iron tire reduces it in thickness  $\frac{3}{8}$  of an inch. Each turning of steel tire but  $\frac{3}{16}$  of an inch.

TABLE I.

*Statement of Miles run by Locomotives on Joliet Division during the year, from June 1, 1869, to May 31, 1870, inclusive.*

MONTHS.	Miles Passenger.	Miles Freight.	Miles Working.	Miles Switching.	Miles Total.
<b>1869.</b>					
June, . .	4,650	5,130	-	1,860	11,640
July, . .	4,320	4,520	-	1,500	10,340
August, . .	2,592	4,920	1,680	1,740	10,932
September, .	2,450	4,320	1,680	1,620	10,070
October, . .	2,592	4,920	1,680	1,740	10,932
November, .	2,500	7,170	-	1,800	11,470
December, .	3,500	6,020	-	2,650	12,170
<b>1870.</b>					
January, . .	2,300	5,950	-	1,800	10,050
February, .	3,680	3,680	-	1,680	9,040
March, . .	2,600	6,200	-	1,870	10,670
April, . .	2,250	6,100	-	1,860	10,210
May, . .	2,380	5,480	2,700	1,800	12,360
Totals, . .	35,814	64,410	7,740	22,020	129,884



## REPORT OF SUPERINTENDENT OF CAR DEPARTMENT.

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M. C. R. R. Co. CAR DEP'T OFFICE, }  
DETROIT, June 9th, 1870. }

H. E. SARGENT, *General Superintendent.*

DEAR SIR:—Herewith please find the usual Annual Report of the operations of this department for the fiscal year ending May 31, 1870, which, together with the Statistical Tables pertaining thereto, is hereby respectfully submitted.

### . PASSENGER CARS.

The following number of cars in use and owned by this company are classified as follows, (included in which are nine (9) Pullman cars, which are maintained by this Company:)—

#### PASSENGER STOCK.

Day coaches, with 12 wheels each,	62
Sleeping coaches, with 12 wheels each, .	3
Sleeping coaches, with 16 wheels each, .	6
Second-class coaches, with 12 wheels each, .	20
Second-class coaches, with 8 wheels each, .	6
	—
	97

Our day coaches have been increased in number by the purchase of one from the Det. Car and M. Co., and also by four (4) others which were acquired with the purchase of the G. R. V. R. R.; second-class cars, (12-wheeled,) have had sixteen

(16) added to their number ; four (4) built for the transportation of second-class passengers, and twelve (12) for the use of emigrants, which addition undoubtedly gives us the best " emigrant " equipment in the country.

Second-class cars (8-wheeled) have also been increased by two (2) from the G. R. V. R. R.

The eleven (11) military cars reported in this class last year, have been remodelled and transferred to freight, and are now used as conductors or way cars.

One 16-wheel sleeper less has run on our line than the previous year, which would reduce the number of cars reported in this class last year to 194 ; adding the 19 purchased, we have 81, and report 97, showing an increase of cars in this class of 16.

#### BAGGAGE CARS.

Baggage cars, with 12 wheels each, . . . .	15
Baggage cars, with 8 wheels each, . . . .	8
	<hr/>
	23

The number of 12-wheeled baggage cars has been increased by the building of two (2), and also by two (2) 8-wheeled cars received from G. R. V. R. R.

#### FREIGHT CARS.

Conductors' cars fitted with seats for way passengers, . . . .	46
Large stock cars, 31×8 feet 6 inches, . . . .	207
Small stock cars, 28×8 feet 6 inches, . . . .	74
Double deck stock cars, . . . .	74
Grain or merchandise cars, . . . .	758
Blue Line cars, . . . .	237
Refrigerator cars, . . . .	21
Platform cars, . . . .	285

In all, . . . . .	1,702 cars.
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1,297 of which are fitted for the transportation of grain in bulk. There is an increase of cars in this class over the previous year of 188, as follows, viz. :—

Blue Line cars, built new and charged to construction,	103
G. R. V. R. R. box cars, . . . . .	20
G. R. V. R. R. flat cars, . . . . .	50
Military cars transferred, . . . . .	15
<hr/>	
In all, . . . . .	188 cars.

## HAND CARS.

Hand cars, . . . . .	112
Rubble cars, . . . . .	52
Wood cars, . . . . .	31
<hr/>	
	215

## PASSENGER CAR DETAILS.

The total cost of passenger car repairs for the year is \$132,806.26. Included in which is the maintenance of the 9 Pullman Sleeping Cars (the parentage of which this company has assumed), at a cost of \$20,936.45; and also the repairs done on what we term foreign sleeping cars, to the amount of \$9,790.79; this last item is borne by the Pullman Palace Car Company.

And also the rebuilding of coaches Nos. 13, 30, 32, 39, 41 and 57. Sixteen coaches overhauled and repainted, viz., Nos. 1, 3, 4, 6, 22, 27, 34, 35, 40, 48, 51, 55, 59, 61, 63 and 66. Twenty coaches revarnished. Putting the Miller platform and new hand-rails on coaches Nos. 3, 4, 13, 22, 27, 28, 30, 32, 34, 35, 39, 40, 43, 46, 47, 51, 58, 61, 63 and 65; in all 20 cars. Rebuilding 6 pairs 16-wheeled sleeping car trucks; 33 pairs 12-wheeled coach trucks, and putting Miller's platform on sleeping cars Rochester, Pacific and Detroit.

## BAGGAGE CAR DETAILS.

The amount expended on this account is \$12,977.75, in which is included the building of the two (2) large 12-wheeled cars for through run (Nos. 144 and 145). Rebuilding 8-wheeled cars Nos. 139 and 140. Rebuilding 6 pairs 12-wheeled trucks. Rebuilding 2 pairs 8-wheeled trucks, and repairing cars Nos. 128, 129, 136 and 142.

## FREIGHT CAR DETAILS.

The amount expended on this account is \$121,602.08, included in which is the changing of 11 military cars to conductors' cars, and the repainting of 40 conductors' cars a bright vermilion, so that they may be more easily distinguished by engineers in case of train parting.

Building entirely new 4 small stock and 5 merchandise cars.  
Rebuilding 61 merchandise cars, 7 platform cars, 60 pairs trucks.  
Repainting 123, and reroofing 68 cars.

## HAND CAR DETAILS.

The amount expended on this account is \$4,264.31; included in which is the building entirely new of 36 hand cars and 20 rubble cars, and also the rebuilding of 56 hand cars.

## CONSTRUCTION.

There has been built and charged to this account four (4) second-class passenger cars, at a cost of \$3,466 each, and twelve (12) emigrant cars of same style, (but plainer,) provided with patent seats, whereby room is economized and cleanliness insured. Each car is provided with a water-closet and a water-tank, that will contain about a barrel of water, and then gives comfortable sitting for 68 passengers. The cars cost \$2,589.13 each.

We have added to our Blue Line stock, and charged the same to this account, 103 Blue Line cars, at a cost of \$1,098.87 each. These cars are substantially built in every particular, and are mounted on swing bolster trucks and extra large axles; and although their first cost may appear large, their service thus far goes to prove them the best car investment we have yet made. The balance of car mileage against this company the previous year was \$45,425.77, and by the addition of these cars has been reduced this year to \$11,797.66, showing a saving in this item of \$33,628.11, or nearly 30 per cent. of the cost of the 103 cars. Nor is this all. In 1869, the average of new cars run in Blue Line as "specials," was 609, which at times crippled our supply of cars for the local wants of the road. The number has been reduced this year to 179.

Appended hereto please find the usual Statistical Table, showing the performance of wheels, axles and gun metal boxes for the past nine years ; as the interchange of cars increases their accuracy is lessened. In this connection I would most respectfully suggest that some more improved and better understood plan be adopted for the repairs of cars running in Blue Line.

J. B. SUTHERLAND,  
*Superintendent Car Department.*

## FOR THE YEAR ENDING MAY 31.

	1870.	1869.	1868.	1867.	1866.	1865.	1864.	1863.	1862.
<i>Wheels under cars of all classes.</i>									
Number in use, . . . . .	14,396	13,308	13,104	12,548	11,204	11,574	11,324	11,566	11,212
Number renewed, . . . . .	1,727	1,580	1,047	2,270	889	1,726	1,256	1,589	1,447
Per cent. of renewals, . . . . .	11.99	11.87	7.98	18.09	7.93	14.91	11.10	13.75	12.81
Average mileage of wheels worn out, .	122,837	143,829	191,397	85,173	223,706	96,842	149,527	137,527	110,193
<i>Axles under cars of all classes.</i>									
Number in use, . . . . .	7,198	6,654	6,552	6,274	5,084	5,788	5,662	5,778	5,606
Number renewed, . . . . .	658	635	599	910	427	684	483	561	497
Per cent. of renewals, . . . . .	9.14	9.63	9.14	14.54	8.40	11.81	8.50	9.70	8.86
Average mileage of axles worn out, .	161,209	235,981	167,272	106,232	232,874	122,189	194,416	195,395	160,411
<i>Gun metal boxes under passenger cars.</i>									
Number in use, . . . . .	1,100	1,000	1,052	972	876	982	832	960	960
Number renewed, . . . . .	1,492	1,384	1,193	1,078	782	933	1,114	480	421
Per cent. of renewals, . . . . .	135.63	138.40	113.40	110.90	89.27	95.00	134.00	50.00	43.85
Average mileage of boxes worn out, .	24,852	28,435	33,582	32,629	49,836	40,416	30,962	54,824	31,709

*Gun metal boxes under baggage cars.*

Number in use, . . . . .	224	204	212	200	160	168	180	220	220
Number renewed, . . . . .	363	228	137	155	180	174	247	146	191
Per cent. of renewals, . . . . .	162.05	111.76	64.15	77.50	118.00	103.00	137.00	66.36	86.82 *
Average mileage of boxes worn out, .	32,683	52,408	82,776	75,677	45,721	51,448	37,020	64,852	45,110

*Gun metal boxes under freight cars.*

Number in use, . . . . .	13,072	12,104	11,840	11,376	10,168	10,424	10,312	10,376	10,032
Number renewed, . . . . .	4,042	3,529	2,547	3,219	1,625	2,910	2,441	2,046	1,969
Per cent. of renewals, . . . . .	30.92	29.15	21.51	28.59	15.98	27.91	23.00	19.62	19.63
Average mileage of boxes worn out, .	40,378	49,857	58,495	44,560	93,084	41,405	59,144	89,662	69,824

*Gun metal boxes under cars of all classes.*

Number in use, . . . . .	14,396	13,308	13,104	12,548	11,204	11,574	11,324	11,556	11,212
Number renewed, . . . . .	5,897	5,141	3,877	4,452	2,596	4,017	4,802	2,672	2,681
Per cent. of renewals, . . . . .	40.96	38.63	29.58	35.48	23.17	34.70	42.00	23.12	23.91
Average mileage of boxes worn out, .	35,975	44,203	51,687	43,426	76,723	41,610	39,110	82,048	59,474





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T A B L E S

TO

GENERAL SUPERINTENDENT'S REPORT.

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1870.

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## [ A . ]

*Statement of the Number of Way Passengers and the Earnings from the same for the years ending May 31, 1869, and May 31, 1870.*

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1869.	Year ending May 31, 1870.	Year ending May 31, 1869.	Year ending May 31, 1870.
<b>1869.</b>				
June, . . .	53,420½	53,298½	\$70,481 13	\$70,021 01
July, . . .	56,963	61,447½	67,668 61	75,648 46
August, . . .	65,194	61,036½	79,707 06	77,636 57
September, . . .	65,758½	76,473	88,818 99	104,343 03
October, . . .	77,639½	63,263½	97,400 52	89,499 93
November, . . .	59,248½	57,814½	79,297 01	78,382 44
December, . . .	56,374½	57,495½	74,874 81	73,283 44
<b>1870.</b>				
January, . . .	52,655	51,744	67,042 49	66,441 17
February, . . .	47,346½	48,409	59,144 28	59,113 54
March, . . .	56,234	58,238½	72,792 46	71,749 16
April, . . .	55,963	60,605½	71,882 91	75,475 51
May, . . .	51,213½	53,675½	65,708 73	69,611 77
Totals, . . .	698,010½	703,501½	\$894,819 00	\$911,206 03

## [ B. ]

*Statement of the whole number of Passengers and the Earnings from the same for the Years ending May 31st 1869 and May 31, 1870.*

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1869.	Year ending May 31, 1870.	Year ending May 31, 1869.	Year ending May 31, 1870.
<b>1869.</b>				
June, . . .	70,548	71,879½	\$160,864 57	\$162,820 94
July, . . .	74,043	77,094½	153,684 02	164,200 75
August, . .	77,316	76,518	155,591 41	174,096 86
September, .	81,047	92,895	189,122 63	210,028 59
October, . .	92,654½	79,449½	194,770 15	191,337 29
November, .	72,982½	72,807½	168,668 84	173,636 09
December, .	64,935½	69,907½	131,420 60	156,535 65
<b>1870.</b>				
January, . .	60,171½	60,243½	116,501 07	124,688 80
February, . .	53,821½	55,447	103,035 96	107,886 74
March, . . .	66,322	67,727½	139,654 73	135,000 55
April, . . .	67,350½	73,568	140,824 00	158,001 36
May, . . .	65,260½	68,045	141,668 13	156,688 13
Totals, . .	846,452½	865,582½	\$1,795,806 11	\$1,914,921 75

## [ C . ]

*Statement showing the amount earned from Wheat and Flour, and all other Freights for the Years ending May 31, 1869 and May 31, 1870.*

M O N T H S.	A M O U N T   E A R N E D   F R O M   W H E A T A N D   F L O U R.		A M O U N T   E A R N E D   F R O M   O T H E R F R E I G H T.	
	Year ending May 31, 1869.	Year ending May 31, 1870.	Year ending May 31, 1869.	Year ending May 31, 1870.
<b>1869.</b>				
June, . . .	\$21,322 66	\$34,419 56	\$130,924 43	\$156,966 62
July, . . .	10,760 87	12,924 95	145,185 17	141,144 32
August, . .	59,905 52	30,216 14	166,721 43	138,430 89
September, .	92,651 94	69,915 31	161,692 36	188,747 09
October, . .	103,565 14	64,185 36	198,270 45	219,808 09
November, .	56,334 00	68,672 15	171,615 95	189,963 93
December, .	44,545 92	15,881 65	196,556 80	186,909 04
<b>1870.</b>				
January, . .	33,794 57	28,200 96	223,080 71	173,861 19
February, .	21,614 73	24,210 34	185,268 77	186,025 97
March, . . .	23,964 01	25,767 92	208,556 93	211,593 27
April, . . .	22,831 75	25,606 35	233,643 66	214,139 50
May, . . .	37,885 94	33,251 40	204,506 77	202,596 87
Totals, . .	\$529,177 05	\$424,252 09	\$2,226,023 43	\$2,210,186 78

[D.]

## EARNINGS for the Year ending May 31, 1870.

M O N T H S.	Passengers.	Freight.	Mail.	Miscellaneous.	Total, 1870.	Total, 1869.	Increase.	Decrease.
June, 1869, . . .	\$162,820 94	\$191,386 18	\$3,490 39	\$8,925 68	\$366,623 19	\$325,301 41	\$41,321 78	-
July, . . .	164,200 75	154,069 27	3,490 39	8,189 85	329,950 26	321,013 06	8,937 20	-
August, . . .	174,096 86	168,647 03	3,490 39	7,334 76	353,569 04	392,942 90	-	\$39,373 86
September, . . .	210,028 59	249,662 40	3,490 39	10,365 21	473,546 59	456,973 63	16,572 96	-
October, . . .	191,337 29	283,993 45	3,490 39	11,951 45	490,772 58	511,820 14	-	21,047 56
November, . . .	173,636 09	258,636 08	3,490 39	12,656 45	448,419 01	410,825 73	37,593 28	-
December, . . .	156,535 65	202,790 69	3,490 39	11,726 17	374,542 90	390,671 67	-	16,128 77
January, 1870, . . .	124,688 80	202,062 15	3,490 39	7,751 11	337,992 45	384,119 72	-	46,127 27
February, . . .	107,886 74	210,236 31	3,490 39	7,514 13	329,127 57	320,636 35	8,491 22	-
March, . . .	135,000 55	237,361 19	3,490 39	8,578 55	384,430 68	386,527 70	-	2,097 02
April, . . .	158,001 36	239,745 85	3,490 39	10,792 82	412,030 42	411,814 34	216 08	-
May, . . .	156,688 13	235,848 27	3,490 39	10,256 49	406,283 28	403,646 24	2,637 04	-
Totals, . . .	\$1,914,921 75	\$2,634,438 87	\$41,884 68	\$116,042 67	\$4,707,287 97	\$4,716,292 89	-	\$9,004 92

[ E . ]

## COMPARATIVE STATEMENT of Passenger and Freight Business for the years ending May 31, 1869 and 1870.

		1869.		1870.		INCREASE.		DECREASE.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
<i>Passengers.</i>									
East,	Local,	344,653½	\$435,871 83	350,026	\$452,045 03	5,372½	\$16,173 20	-	-
	Through,	55,442½	376,140 97	67,015	456,989 01	11,572½	80,848 04	-	-
West,	Local,	353,357	458,947 17	353,475½	459,161 00	118½	213 83	-	-
	Through,	66,017	459,502 47	69,043	481,773 94	3,026	22,271 47	-	-
	Emigrants,	26,982½	65,343 67	26,023	64,952 77	-	-	959½	\$390 90
Total Passengers,		846,452½	\$1,795,806 11	865,582½	\$1,914,921 75	19,130	\$119,115 64	-	-
<i>Freight.</i>									
East,	Local,	-	\$710,085 78	-	\$714,396 07	-	\$4,310 29	-	-
	Through,	-	938,880 47	-	823,577 96	-	-	-	\$115,302 51
West,	Local,	-	632,180 61	-	626,133 40	-	-	-	6,047 21
	Through,	-	474,053 62	-	470,331 44	-	-	-	3,722 18
Total Freight,		-	\$2,755,200 48	-	\$2,634,438 87	-	-	-	\$120,761 61
Miscellaneous,		-	\$165,286 30	-	\$157,927 35	-	-	-	\$7,358 95
Total Earnings, Pass. and Freight,		-	\$4,716,292 89	-	\$4,707,287 97	-	-	-	\$9,004 92

[ F. ]

## MONTHLY STATEMENT of Freight moved during the year ending May 31, 1870.

	June.	July.	August.	Sept.	October.	Nov.	Dec.	January.	Feb'y.	March.	April.	May.	Total.
Apples, bbls, . . . . .	31	68	2,543	10,207	53,358	45,246	3,537	3,174	2,608	3,625	7,546	1,120	133,153
Ale and Beer, bbls., . . . .	743½	1,078½	1,002½	1,020½	644½	557	340½	298½	368½	414	576½	762	7,792½
Ashes, tons, . . . . .	12	33	121	12	13	92	37	50	66	109	56	133	734
Barley, bush., . . . . .	11,130	6,521	7,805	29,157	39,899	25,979	34,907	63,701	57,745	36,447	48,553	10,778	372,082
Beans, bush., . . . . .	911	157	441	237	713	3,848	8,850	6,862	6,512	5,585	4,461	2,915	41,402
Bran and Shorts, tons, . . .	1,434	890	1,036	1,400	1,801	2,023	1,341	1,064	1,213	1,182	806	1,156	15,436
Beef, bbls., . . . . .	397	463	306	487	1,311	4,722	6,440	13,332	7,942	8,716	3,650	1,887	49,653
Butter, tons, . . . . .	188	207	163	126	122	136	61	39	29	37	14	60	1,182
Corn, bush., . . . . .	173,487	56,185	102,795	246,301	178,843	109,584	82,024	144,125	235,874	313,214	311,460	226,003	2,179,895
Corn Meal, bbls., . . . . .	400	265	814	1,045	429	717	428	1,087	205	127	1,106	1,165	7,788
Cheese, tons, . . . . .	25	34	40	96	148	135	32	6	10	21	28	21	602
Cranberries, bbls., . . . .	-	-	-	-	155	577	258	26	22	-	-	-	1,038
Coal, tons, . . . . .	772	687	1,585	2,514	1,708	1,761	2,143	931	803	1,022	1,104	568	15,598
Fruit, Dried, tons, . . . .	3	3	-	10	109	257	105	154	167	284	182	187	1,521
Flour, bbls., . . . . .	71,546	26,195	63,445	121,362	141,605	141,400	81,768	62,710	50,095	67,569	51,883	70,391	959,038
Furniture and Luggage, tons, .	579	471	532	795	813	771	502	371	474	695	1,026	797	7,826
Grass Seed, tons, . . . . .	12	6	40	360	79	13	8	-	78	218	148	32	1,166
Garden Roots, bush., . . .	40,287	13,750	6,032	4,002	27,033	30,696	22,881	6,411	5,544	7,049	41,050	50,358	255,993
Ham and Bacon, tons, . . .	126	92	44	23	67	438	593	530	947	262	305	221	3,638
High Wines, bbls., . . . .	100	255	1,308	390	789	1,698	624	1,779	509	492	542	1,108	9,684
Hides, tons, . . . . .	160	194	233	282	344	550	605	854	797	542	432	438	5,491
Iron and Nails, tons, . . .	489	399	446	496	667	390	276	149	104	269	493	434	4,672
Lime, tons, . . . . .	1,154	1,124	808	1,180	1,434	677	147	61	90	469	807	1,001	9,021
Lumber, feet, . . . . .	4,938,074	4,286,633	5,180,425	4,731,495	4,105,450	3,551,077	2,424,513	3,211,265	3,480,794	4,269,407	4,705,777	7,502,971	52,447,881

TABLE (F.)—*Monthly Statement*—Concluded.

	June.	July.	August.	Sept.	October.	Nov.	Dec.	January.	Feb'y.	March.	April.	May.	Total.
Lath, tons, . . . . .	274	191	366	345	246	124	59	36	9	91	80	156	1,977
Leather, tons, . . . . .	45	48	61	82	66	53	59	69	53	106	123	75	840
Merchandise, miscellaneous, tons,	18,668	15,088	18,913	20,964	20,214	20,029	15,801	15,511	15,815	19,664	19,038	22,208	221,993
Oats, bush., . . . . .	162,595	41,399	133,288	233,987	205,144	151,770	39,662	67,821	79,282	73,951	91,785	125,330	1,406,484
Other Agricultural products, tons,	275	24	264	265	953	1,248	750	249	244	275	185	161	4,893
Plaster, tons, . . . . .	294	684	923	36	275	643	147	100	1,272	1,324	2,253	929	8,880
Pig Iron, tons, . . . . .	1,090	1,260	1,351	2,047	1,266	1,485	2,711	956	362	1,528	1,235	1,103	16,394
Felts and Skins, tons, . . . . .	63	16	21	24	42	83	95	101	103	81	56	24	709
Pork in Barrel, bbls., . . . . .	2,629	1,067	605	1,000	1,227	2,065	7,542	12,893	14,643	5,950	4,063	3,282	56,966
Pork in Hog, tons, . . . . .	-	-	-	-	-	379	4,003	4,397	2,315	1,195	-	-	12,289
Salt, bbls., . . . . .	2,367	4,749	2,906	6,244	4,907	3,746	3,733	1,709	1,274	990	1,297	2,581	36,503
Stoves, tons, . . . . .	278	130	363	546	449	253	83	40	57	64	114	78	2,455
Shingles, M., . . . . .	4,405½	3,068½	4,404½	3,197½	8,163½	3,080½	1,780½	1,082	2,125½	3,320	2,924½	3,070½	41,215½
Wool, tons, . . . . .	356	1,990	746	344	304	276	179	200	164	245	128	235	5,167
Wheat, bush., . . . . .	132,375	59,210	119,092	252,673	283,691	218,357	93,904	124,980	126,406	127,626	139,745	171,254	1,849,313
Whiskey, bbls., . . . . .	1,384	1,175	1,254	1,193	1,679	1,569	1,294	1,105	1,131	1,417	1,539	1,331	15,981
Cattle, number, . . . . .	11,110	10,309	7,875	8,519	6,629	3,529	2,670	3,909	5,635	5,497	10,643	17,070	93,295
Horses, number, . . . . .	110	61	83	91	226	147	71	44	177	303	474	274	2,061
Hogs, number, . . . . .	19,794	21,877	17,361	17,366	25,845	26,990	10,669	3,256	2,689	7,387	12,941	20,904	186,479
Sheep, number, . . . . .	5,186	3,517	4,845	4,103	9,464	14,082	6,105	24,335	33,113	14,152	7,106	4,980	130,748
Wood, cords, . . . . .	241	38	67	98½	367½	385	496½	563½	290	242	286½	154	3,290
Sand, Stone and Brick, tons, . . . . .	1,219	1,664	1,829	1,807	1,418	2,833	451	21	174	462	287	870	13,035
Total in tons. . . . .	66,352	49,066	62,331	82,916	86,871	81,336	57,900	58,697	60,794	67,754	69,700	79,963	823,770



[ G. ]

CONDENSED STATEMENT of the Business of the Michigan Central Railroad for the last Ten Years.

YEARS ENDING	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No of tons of Freight moved.	Gross Earnings.	Operating Disburse- ments, including Taxes.	Net Earnings.	Expenses less taxes, per ct. of Gross Ear- nings.	Net Earn- ings, per ct. of Gross Earnings.
May 31, 1861, . .	262,665	65,110	327,775	378,570	\$2,058,052 61	\$1,137,724 35	\$920,328 26	.51	.44 $\frac{7}{10}$
May 31, 1862, . .	253,536 $\frac{1}{2}$	55,292	308,828 $\frac{1}{2}$	463,112	2,361,241 42	1,149,152 94	1,212,088 48	.45 $\frac{1}{10}$	.51 $\frac{8}{10}$
May 31, 1863, . .	387,672	59,689 $\frac{1}{2}$	447,361 $\frac{1}{2}$	564,827	2,946,560 55	1,272,359 72	1,674,200 83	.40 $\frac{4}{10}$	.56 $\frac{8}{10}$
May 31, 1864, . .	556,206 $\frac{1}{2}$	89,552 $\frac{1}{2}$	645,759	542,410	3,434,548 63	1,720,125 05	1,714,423 58	.47 $\frac{6}{10}$	.49 $\frac{9}{10}$
May 31, 1865, . .	745,348 $\frac{1}{2}$	107,540 $\frac{1}{2}$	852,889	485,275	4,145,419 57	2,406,149 63	1,739,269 94	.55 $\frac{8}{10}$	.42
May 31, 1866, . .	766,755 $\frac{1}{2}$	136,070 $\frac{1}{2}$	902,826	533,451	4,446,490 51	2,808,375 92	1,638,114 59	.61	.36 $\frac{8}{10}$
May 31, 1867, . .	687,273 $\frac{1}{2}$	136,200 $\frac{1}{2}$	823,474	578,177	4,325,490 51	2,826,777 21	1,498,713 30	.63	.34 $\frac{8}{10}$
May 31, 1868, . .	659,449	126,956	786,405	638,586	4,470,879 64	2,714,545 64	1,756,334 00	.58 $\frac{4}{10}$	.39 $\frac{8}{10}$
May 31, 1869, . .	698,010 $\frac{1}{2}$	148,442	846,452 $\frac{1}{2}$	802,835	4,716,292 89	2,886,943 39	1,829,349 50	.59	.38 $\frac{8}{10}$
May 31, 1870, . .	703,501 $\frac{1}{2}$	162,081	865,582 $\frac{1}{2}$	823,770	4,707,287 97	3,013,914 95	1,693,373 02	.61 $\frac{6}{10}$	.36

## [ H. ]

## STATEMENT showing the Total Amount of Freight moved in the following Years.

ARTICLES.	YEAR ENDING MAY 31,				
	1965.	1966.	1967.	1968.	1969.
Apples, bbls.,	43,480	131,308	96,811	84,737	40,809
Ale and Beer, bbls.,	8,399 $\frac{1}{4}$	8,616 $\frac{3}{4}$	8,698 $\frac{1}{2}$	9,408 $\frac{1}{2}$	8,586
Ashe, tons, .	173	148	381	411	480
Barley, bush.,	45,242	92,916	304,415	229,163	359,793
Beans, bush.,	72,755	7,756	16,073	15,751	32,603
Bran and Shorts, tons,	4,718	2,765	4,347	6,963	13,857
Beef, bbls., .	33,076	20,579	19,108	16,070	87,265
Butter, tons, .	909	374	479	362	588
Corn, bush.,	647,232	537,296	778,024	930,926	3,110,193
Corn Meal, bbls.,	5,057	3,066	6,832	6,627	7,938
Cheese, tons, .	722	459	980	531	709
Cranberries, bbls.,	209	1,245	822	1,619	151
Coal, tons, .	14,738	10,264	17,232	19,401	20,919
Fruit, dried, tons,	854	739	947	1,177	1,106
Flour, bbls.,	653,823	700,107	809,711	849,243	1,078,660
Furniture and Luggage, tons,	7,790	8,288	7,997	7,166	8,377
Grass and Clover Seed, tons,	1,037	906	1,296	2,361	2,064
Garden Roots, bush.,	129,757	392,007	322,928	508,690	463,659
Ham and Bacon, tons, .	3,432	2,435	3,454	7,266	6,863
High Wines, bbls.,	8,509	2,766	5,271	3,494	6,774
Hides, tons, .	2,325	2,617	2,696	3,208	4,646
Iron and Nails, tons,	4,149	5,688	8,347	8,588	9,886
Lime, tons, .	2,557	3,121	5,167	7,633	10,829
					133,153
					7,792 $\frac{1}{4}$
					734
					372,682
					41,492
					15,436
					49,653
					1,182
					2,179,895
					7,788
					602
					1,038
					15,598
					1,521
					959,038
					7,826
					1,166
					255,993
					3,638
					9,684
					5,491
					4,672
					9,021

Lumber, feet,	28,823,692	35,247,865	42,178,307	45,114,719	50,428,071	52,447,881
Lath, tons,	1,093	1,643	2,057	2,186	2,339	1,977
Leather, tons,	881	963	1,020	826	1,098	840
Merchandise, miscellaneous, tons,	112,453	137,006	133,601	138,911	170,658	221,993
Oats, bush.,	677,680	366,128	388,412	584,913	1,049,336	1,406,484
Other Agricultural Products, tons,	3,765	3,932	4,950	4,753	4,414	4,893
Plaster, tons,	13,252	12,968	10,464	12,166	11,999	8,880
Pig Iron, tons,	2,227	1,480	2,973	7,709	12,636	16,394
Pelts and Skins, tons,	352	448	540	692	1,105	709
Pork in bbl. bbls.,	79,107	63,592	64,729	58,147	59,552	56,966
Pork in Hog, tons,	6,721	5,150	9,095	13,201	12,911	12,289
Salt, bbls.,	34,224	35,539	36,019	61,541	38,578	36,503
Stoves, tons,	866	1,121	1,542	2,200	3,457	2,455
Shingles, M,	9,246½	23,101½	20,090¾	27,730½	33,571½	41,215½
Wool, tons,	2,618	3,113	3,111	5,158	5,974	5,167
Wheat, bush.,	891,286	1,243,902	1,337,429	1,312,284	1,773,698	1,849,313
Whiskey, bbls.,	6,990	4,476	9,103	9,140	12,239	15,981
Cattle, No.,	87,800	113,269	90,538	78,737	75,432	93,295
Horses, No.,	21,763	4,157	2,087	1,782	2,471	2,061
Hogs, No.,	173,814	129,247	115,050	190,692	178,607	186,479
Sheep, No.,	121,297	147,066	105,164	123,964	129,125	130,748
Wood, cords,	3,326½	74¾	2,283½	4,424½	3,144	3,230
Sand, Stone and Brick, tons,	4,449	10,315	13,552	15,002	13,779	13,035
Total in tons,	485,275	533,451	578,177	638,586	802,835	823,770

## [ I. ]

MOVEMENT of Freight, Through and Local, and Earnings on same for the year ending May 31, 1870.

	Tons carried.	Earnings.	Earnings per Mile.	Earnings per ton per Mile.
Through freight East,	221,788	\$823,577 96	\$2,996 14	\$0 01 $\frac{85}{100}$
Through freight West,	112,053	470,331 44	1,682 88	01 $\frac{53}{100}$
Total through freight,	333,841	1,293,909 40	4,680 95	01 $\frac{40}{100}$
Local freight East, .	263,557	714,396 07	8,025 12	03 $\frac{4}{100}$
Local freight West, .	226,372	626,133 40	8,259 25	03 $\frac{65}{100}$
Total local freight, .	489,929	1,340,529 47	16,168 49	03 $\frac{30}{100}$
Total through and local freight, . .	823,770	2,634,438 87	16,328 49	01 $\frac{98}{100}$

[ J . ]

COMPARATIVE STATEMENT, showing the Number of Tons of Freight forwarded from each Station during the years ending May 31, 1869, and May 31, 1870.

STATIONS.	1870.	1869.	Increase.	Decrease.
Detroit, . . . . .	182,222	172,732	9,490	-
G. T. Junction, . . . .	23,395	8,300	15,095	-
Dearborn, . . . . .	969	2,554	-	1,585
Inksters, . . . . .	315	399	-	84
Wayne, . . . . .	2,273	1,854	419	-
Secords, . . . . .	8	89	-	81
Dentons, . . . . .	2,094	2,502	-	408
Ypsilanti, . . . . .	10,343	9,326	1,017	-
Geddes, . . . . .	24	8	16	-
Ann Arbor, . . . . .	8,694	8,933	-	239
Kelloggs, . . . . .	159	165	-	6
Fosters, . . . . .	189	183	6	-
Farmers, . . . . .	797	795	2	-
Delhi, . . . . .	5,681	4,213	1,468	-
Scio, . . . . .	1,146	554	592	-
Dexter, . . . . .	10,968	10,302	666	-
Chelsea, . . . . .	5,498	5,194	304	-
Francisco, . . . . .	883	1,212	-	329
Grass Lake, . . . . .	5,401	5,056	345	-
Leoni, . . . . .	351	171	180	-
Michigan Centre, . . . .	65	27	38	-
Jackson, . . . . .	67,969	52,940	15,029	-
Woodville, . . . . .	2,591	3,577	-	986
Sandstone, . . . . .	-	620	-	620
Parma, . . . . .	3,814	3,038	776	-
Concord, . . . . .	1,143	1,570	-	427
Bath Mills, . . . . .	460	706	-	246
Newburg, . . . . .	231	316	-	85
Albion, . . . . .	6,968	5,059	1,909	-
Marengo, . . . . .	1,630	1,235	395	-
Marshall, . . . . .	11,746	14,077	-	2,331

*Comparative Statement—Continued.*

STATIONS.	1870.	1869.	Increase.	Decrease.
Ceresco, . . . .	2,828	1,155	1,673	-
Battle Creek, . . . .	12,582	11,036	1,546	-
Augusta, . . . .	4,633	5,876	-	1,243
Galesburg, . . . .	3,032	3,587	-	555
Comstock, . . . .	1,069	1,442	-	373
Kalamazoo, . . . .	28,427	20,747	7,680	-
Ostemo, . . . .	512	504	8	-
Mattawan, . . . .	3,977	5,782	-	1,805
Lawton, . . . .	13,405	13,494	-	89
White Oak, . . . .	18	9	9	-
Decatur, . . . .	10,000	9,893	107	-
Tietsorts, . . . .	333	108	225	-
Dowagiac, . . . .	8,858	10,494	-	1,636
Pokagon, . . . .	1,294	2,160	-	866
Niles, . . . .	8,999	11,897	-	2,898
Buchanan, . . . .	3,937	4,458	-	521
Dayton, . . . .	1,053	1,130	-	77
Wilsons, . . . .	1,038	539	499	-
Galien, . . . .	3,063	1,956	1,107	-
Averys, . . . .	2,428	2,569	-	141
Three Oaks, . . . .	3,006	4,037	-	1,031
New Buffalo, . . . .	4,932	3,112	1,820	-
Corymbo, . . . .	1,321	536	785	-
Michigan City, . . . .	39,321	39,297	24	-
Furnessville, . . . .	3,787	4,558	-	771
Pierces, . . . .	304	307	-	3
Porter, . . . .	5,511	4,288	1,223	-
Lake, . . . .	350	512	-	162
Tolleston, . . . .	54	49	5	-
Gibsons, . . . .	80	67	13	-
Calumet, . . . .	54	68	-	14
Chicago, . . . .	218,168	229,920	-	11,752
Joliet and N. Ind. Railroad,	77,369	89,541	-	12,172
Totals, . . . .	823,770	802,835	20,935	-

## [ K. ]

COMPARATIVE STATEMENT, *showing the Number of Passengers forwarded from each Station during the Years ending May 31, 1869, and May 31, 1870.*

STATIONS.	1870.	1869.	Increase.	Decrease.
Detroit, . . . .	140,970 $\frac{1}{2}$	155,406 $\frac{1}{2}$	-	14,436
G. T. Junction, . . .	33,781 $\frac{1}{2}$	20,720	13,061 $\frac{1}{2}$	-
Dearborn, . . . .	7,212	7,304 $\frac{1}{2}$	-	92 $\frac{1}{2}$
Inksters, . . . .	1,993	2,049 $\frac{1}{2}$	-	56 $\frac{1}{2}$
County House, . . .	1,312	1,535 $\frac{1}{2}$	-	223 $\frac{1}{2}$
Wayne, . . . .	14,539 $\frac{1}{2}$	14,044 $\frac{1}{2}$	495	-
Secords, . . . .	1,328 $\frac{1}{2}$	1,272	56 $\frac{1}{2}$	-
Dentons, . . . .	2,842 $\frac{1}{2}$	2,632	210 $\frac{1}{2}$	-
Ypsilanti, . . . .	34,137 $\frac{1}{2}$	35,404 $\frac{1}{2}$	-	1,267
Geddes, . . . .	530	634 $\frac{1}{2}$	-	104 $\frac{1}{2}$
Ann Arbor, . . . .	45,538 $\frac{1}{2}$	48,150 $\frac{1}{2}$	-	2,612
Fosters, . . . .	1,376 $\frac{1}{2}$	1,600 $\frac{1}{2}$	-	224
Delhi, . . . .	2,151 $\frac{1}{2}$	1,750	401 $\frac{1}{2}$	-
Scio, . . . .	1,432	1,305 $\frac{1}{2}$	126 $\frac{1}{2}$	-
Dexter, . . . .	15,870	16,490	-	620
Chelsea, . . . .	9,691 $\frac{1}{2}$	10,280	-	588 $\frac{1}{2}$
Franciso, . . . .	2,109	2,357 $\frac{1}{2}$	-	248 $\frac{1}{2}$
Grass Lake, . . . .	8,997	9,530 $\frac{1}{2}$	-	533 $\frac{1}{2}$
Leoni, . . . .	1,913 $\frac{1}{2}$	2,144 $\frac{1}{2}$	-	231
Michigan Central, . .	1,385 $\frac{1}{2}$	1,675 $\frac{1}{2}$	-	290
Jackson, . . . .	72,482	66,251 $\frac{1}{2}$	6,230 $\frac{1}{2}$	-
Woodville, . . . .	715 $\frac{1}{2}$	615	100 $\frac{1}{2}$	-
Sandstone, . . . .	869	902 $\frac{1}{2}$	-	33 $\frac{1}{2}$
Parma, . . . .	6,557	7,615 $\frac{1}{2}$	-	1,058 $\frac{1}{2}$
Concord, . . . .	1,297	1,366 $\frac{1}{2}$	-	69 $\frac{1}{2}$
Bath Mills, . . . .	389	503	-	114
Albion, . . . .	17,040	18,906 $\frac{1}{2}$	-	1,866 $\frac{1}{2}$
Marengo, . . . .	1,702 $\frac{1}{2}$	1,740	-	37 $\frac{1}{2}$
Marshall, . . . .	28,000	29,955	-	1,955
Ceresco, . . . .	1,796	1,521	275	-

[ K. ]—*Comparative Statement*—Concluded.

STATIONS.	1870.	1869.	Increase.	Decrease.
Battle Creek, . . . .	33,349	33,565½	—	216½
Bedford, . . . .	144½	258½	—	114
Augusta, . . . .	7,108½	7,175½	—	67
Galesburg, . . . .	12,265	12,325	—	60
Comstock, . . . .	690	905	—	215
Kalamoozo, . . . .	65,946½	60,506	5,440½	—
Ostemo, . . . .	1,633½	1,975	—	341½
Mattawan, . . . .	6,211	6,131	80	—
Lawton, . . . .	17,486	18,328½	—	842½
White Oak, . . . .	137½	253	—	115½
Decatur, . . . .	14,611	16,548½	—	1,937½
Tietsorts, . . . .	786½	723	63½	—
Dowagiac, . . . .	16,068½	17,759	—	1,690½
Pokagon, . . . .	5,145½	5,303½	—	158
Niles, . . . .	29,263½	31,326	—	2,062½
Buchanan, . . . .	13,312	14,596½	—	1,284½
Dayton, . . . .	3,799	4,038	—	239
Galien, . . . .	4,155½	3,736	419½	—
Avery, . . . .	2,190½	1,912½	278	—
Three Oaks, . . . .	6,899	6,092	807	—
New Buffalo, . . . .	7,646½	4,472	3,174½	—
Corymbo, . . . .	1,142½	788½	354	—
Michigan City, . . . .	28,709	25,544	3,165	—
Furnessville, . . . .	926	787½	138½	—
Porter, . . . .	1,798	1,681½	116½	—
Lake, . . . .	3,002	2,804½	197½	—
Tolleston, . . . .	1,075	892½	182½	—
Gibsons, . . . .	1,581	1,158	423	—
Calumet, . . . .	1,800½	1,525½	275	—
Chicago, . . . .	115,894	96,816½	19,077½	—
Joliet & N. I. Railroad, . . . .	845½	859½	—	14
Totals, . . . .	865,582½	846,452½	19,130	—



## [ L . ]

STATEMENT, showing the Number of Passengers carried on the Michigan Central Railroad since its ownership and organization by the present Company, and the Earnings from the same.

YEARS ENDING MAY 31,	No. of Passengers.	Passenger Earnings.
1847, . . . . .	41,223	\$74,163 08
1848, . . . . .	73,656	138,649 53
1849, . . . . .	96,070	197,767 56
1850, . . . . .	152,672	368,436 70
1851, . . . . .	191,852	490,119 68
1852, . . . . .	221,200	581,477 24
1853, . . . . .	247,552	589,489 32
1854, . . . . .	357,936	855,917 94
1855, . . . . .	503,774	1,246,409 90
1856, . . . . .	550,780	1,497,854 61
1857, . . . . .	593,630	1,610,415 75
1858, . . . . .	461,957	1,321,039 56
1859, . . . . .	361,527	938,609 39
1860, . . . . .	324,422	803,507 97
1861, . . . . .	327,775	775,228 53
1862, . . . . .	308,829	724,915 48
1863, . . . . .	447,362	889,682 28
1864, . . . . .	645,759	1,262,415 07
1865, . . . . .	852,889	1,771,813 60
1866, . . . . .	902,826	2,061,335 05
1867, . . . . .	823,474	1,824,225 75
1868, . . . . .	786,405	1,721,506 97
1869, . . . . .	846,452	1,795,806 11
1870, . . . . .	865,582	1,914,921 75
Totals, . . . . .	10,985,604	\$25,455,708 82

[ M . ]

*Statement of Monthly Expenditures on account of operating the Michigan Central Railroad from June 1, 1869, to May 31, 1870, inclusive.*

	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.
<b>1869.</b>							
June, . . . . .	\$93,941 28	\$13,685 43	\$22,838 40	\$37,488 24	\$12,272 70	\$12,641 30	\$49,773 86
July, . . . . .	44,142 92	9,330 77	32,869 39	22,177 07	11,638 90	11,574 76	56,129 71
August, . . . . .	52,357 19	13,979 31	22,177 39	27,556 37	11,751 20	11,815 30	46,691 75
September, . . . . .	96,057 78	20,003 68	7,473 96	29,165 40	12,901 00	13,021 48	45,137 63
October, . . . . .	98,425 56	14,782 95	26,418 22	37,309 79	12,069 80	14,204 83	58,767 03
November, . . . . .	50,198 84	9,748 10	18,910 31	19,734 94	12,679 49	15,963 76	73,459 29
December, . . . . .	44,119 24	10,834 45	21,458 82	11,932 57	12,420 40	13,015 29	59,313 15
<b>1870.</b>							
January, . . . . .	42,849 63	14,938 31	23,261 82	18,661 74	12,042 27	13,879 84	53,041 56
February, . . . . .	28,836 66	14,585 01	21,587 85	28,229 37	12,954 73	12,980 29	47,345 78
March, . . . . .	33,935 64	9,343 61	22,787 35	11,593 81	11,824 55	14,122 57	52,431 89
April, . . . . .	77,110 12	15,188 14	25,713 05	12,577 52	12,707 95	12,831 34	39,144 93
May, . . . . .	58,784 19	14,442 52	20,918 47	15,223 58	11,989 15	13,702 42	46,579 83
Total, . . . . .	\$715,759 05	\$160,862 28	\$266,415 03	\$271,650 40	\$147,252 14	\$159,753 18	\$627,816 41

[ M. ]—Statement of Monthly Expenditures—Concluded.

	Fuel.	Oil and Waste.	Stationery.	Telegraph Office.	State Tax.	Miscellaneous.	Total.
<b>1869.</b>							
June, . . . . .	\$29,524 14	\$4,380 43	\$3,169 23	\$2,926 75	\$163 67	\$4,047 34	\$286,852 77
July, . . . . .	22,671 68	3,918 60	2,772 95	2,751 32	-	6,167 45	226,145 52
August, . . . . .	25,561 25	3,851 91	2,496 67	2,690 60	71 73	2,164 74	223,165 41
September, . . . . .	26,821 20	5,012 26	1,859 47	2,567 75	-	3,880 41	263,902 02
October, . . . . .	25,734 38	5,687 79	3,056 91	2,871 26	-	2,381 26	296,709 78
November, . . . . .	29,441 35	4,662 21	7,288 51	5,189 44	-	4,953 31	252,229 55
December, . . . . .	34,352 48	4,201 64	4,857 92	2,172 51	-	2,134 23	220,812 70
<b>1870.</b>							
January, . . . . .	37,738 21	5,235 79	7,805 78	3,679 04	101,398 87	6,833 31	341,366 17
February, . . . . .	34,400 78	3,736 86	1,759 48	2,648 39	11,725 66	2,023 96	222,814 82
March, . . . . .	39,117 04	3,807 52	3,524 42	3,299 04	479 78	9,304 31	215,571 53
April, . . . . .	30,590 23	3,967 11	2,459 93	3,234 58	244 25	2,753 99	238,523 14
May, . . . . .	28,892 06	6,446 57	3,564 18	2,946 13	-	2,357 44	225,816 54
Total, . . . . .	\$364,814 80	\$54,908 69	\$44,615 45	\$36,976 81	\$114,083 96	\$49,006 75	\$3,013,914 95





